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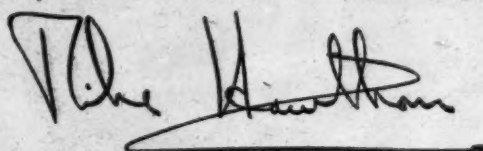
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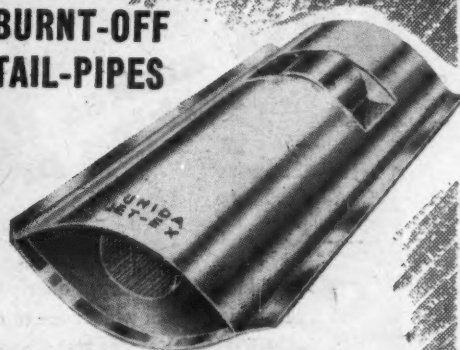
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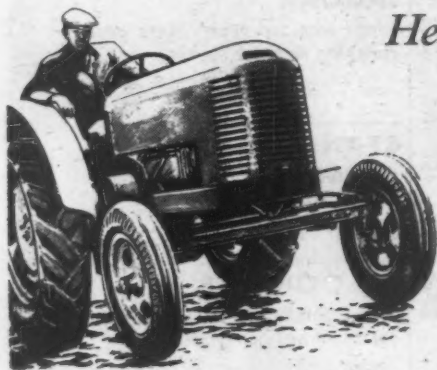
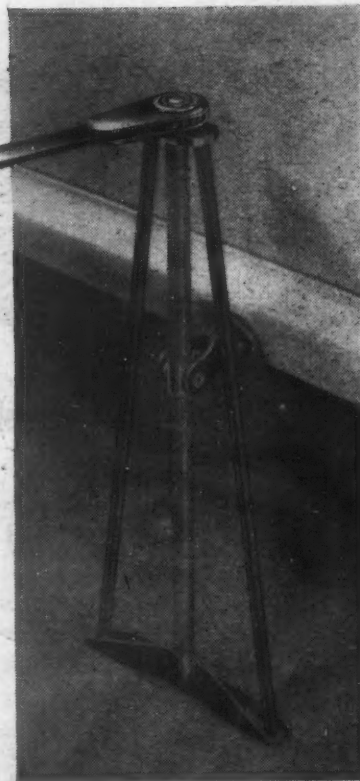


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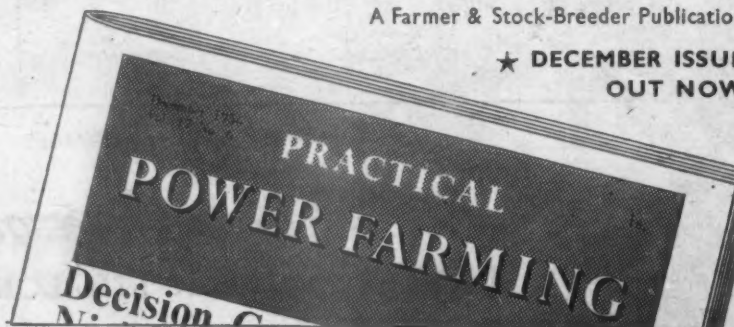
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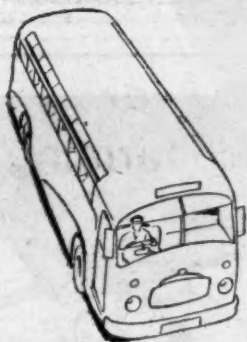
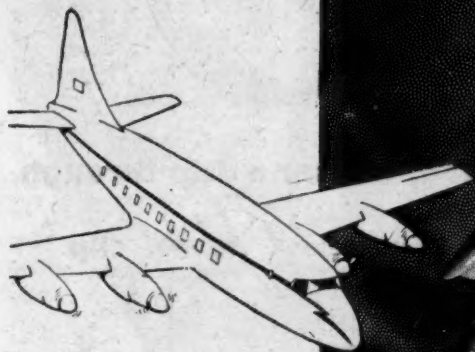
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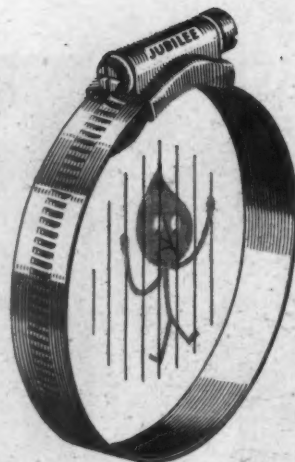
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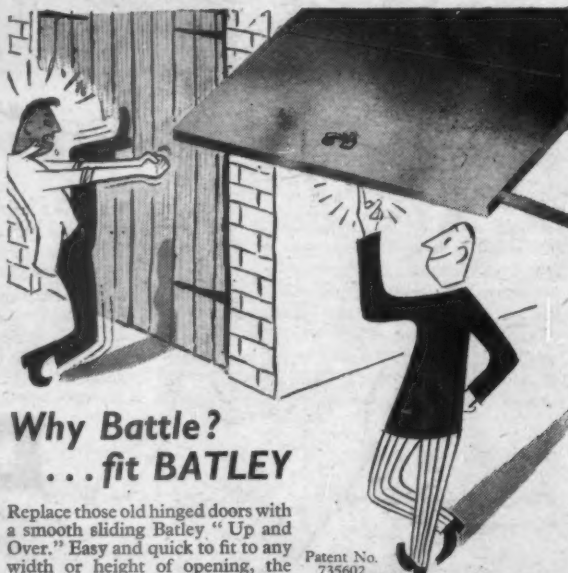
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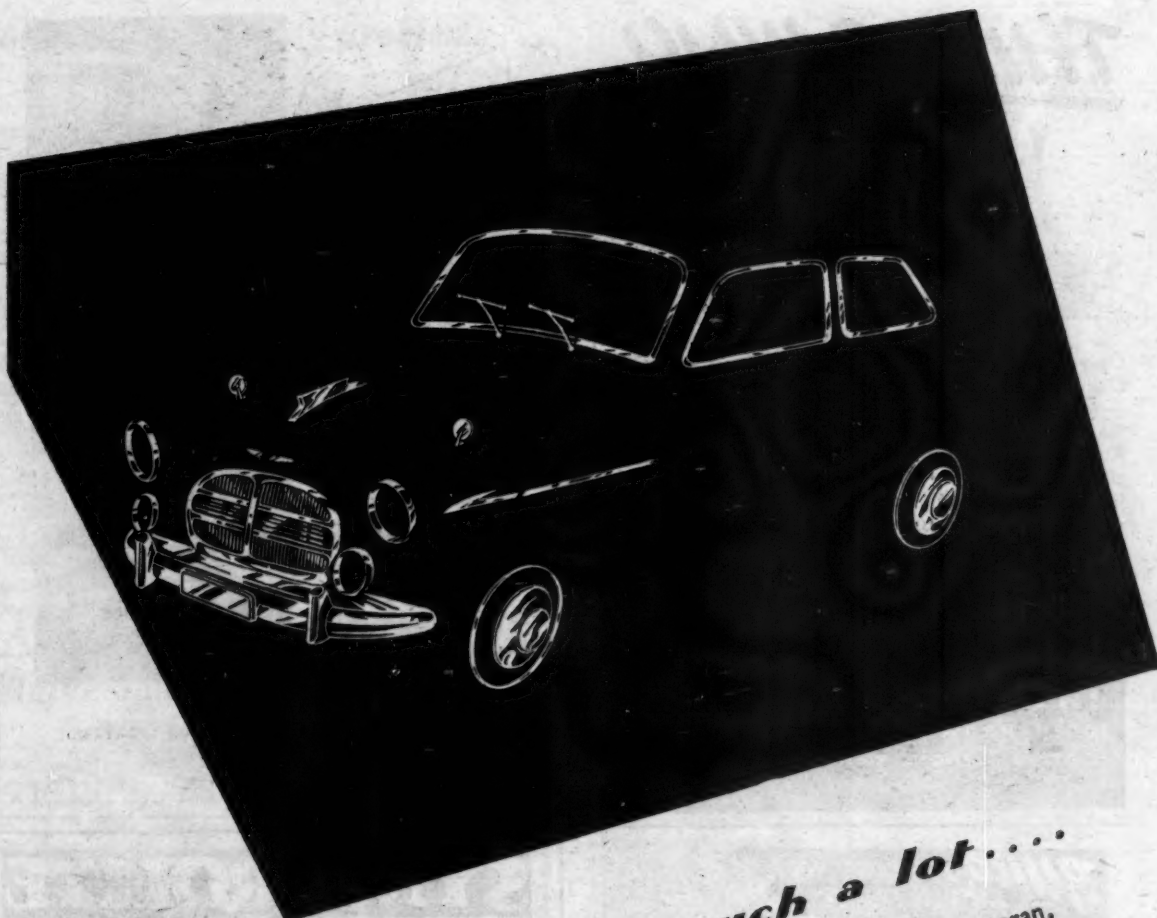
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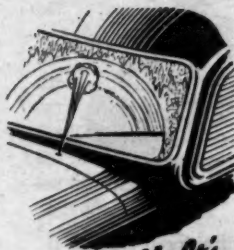
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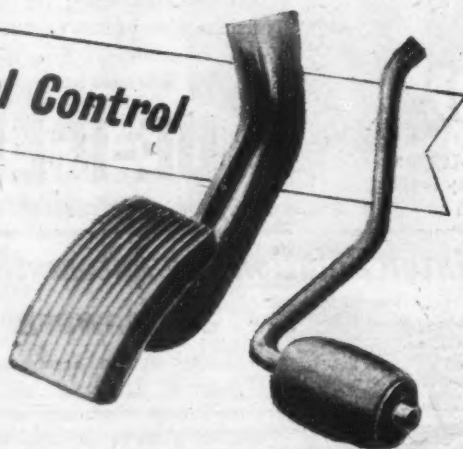
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## Topic of the Week

**30 November 1956**

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SINCE motorists have to resign themselves to petrol rationing for a period of months, they may be thankful that it is winter rather than summer, and buoy themselves up with the hope that tankers will again be plying in time to bring fuel for the summer holiday. In a broader sense also, some will feel that the tribulations of today may be much easier to bear than the miseries which, in other circumstances, might have been in store for later on. Many people had but a sketchy idea of the importance of oil, crude and refined, to the nation, or of the truth in the description of the Suez Canal as a European lifeline. There can be few doubts remaining now. More than 80 per cent of all our crude oil comes from the Middle East; motor cars and motor cycles consume 10.8 per cent of the total of fuel imported.

The 200-miles-a-month ration which motorists are to receive in the first four months period seems meagre, but still it is more than double the wartime ration. While being grateful even for a small quantity, one must obviously take all steps possible to make it take the car as far as possible.

Whether the fact is officially recognized or not, a high proportion of all motoring is directly or largely concerned with the owner's trade or business and to restrict it unreasonably will have serious repercussions in many industries. A small amount of winter motoring is undertaken wholly for pleasure and we see no reason to frown on it under present conditions, in spite of the fact that Mr. Dismal Watkinson has said that "Private pleasure motoring has no part in my road scheme at all."

The huge motoring community—drivers, manufacturers and supporting industries—will readily face necessary sacrifices for the good of the country, but great care will have to be taken in deciding how much of the motoring which occurs each day is unnecessary, and how much is essential to the efficient conduct of the nation's affairs.

Fuel rationing, taken in conjunction with the harder times which most people are feeling, must have adverse effects on the motoring industry and it is unfortunate that it should come during a period of "compulsory disinflation." The Government might well consider whether unavoidable restrictions placed upon the industry are not now sufficient to justify the lifting of some of the artificial ones.

## Making the Most of It

DURING the coming weeks, as we have remarked above, everyone will be anxious to stretch each gallon of fuel to give its maximum mileage. With this in mind, advice on fuel economy is given on page 843 of this issue, and further details will follow in a second article next week. For a start, the best advice to be given in regard to a modern car is to make sure that it is in first-class mechanical condition.

Improving the m.p.g. is no new subject for *The Autocar*, and there is but little new advice to offer to old hands and readers. Memories are short, however, and there are also many welcome new motorists and readers who may be facing the problems of fuel rationing for the first time. In addition to this feature, information will also be found on page 842 about the rationing scheme, coupons, availability of fuels abroad and kindred matters.

# **Motoring in Ceylon**

WRITTEN AND  
ILLUSTRATED BY  
**J. ALLAN CASH**  
F.I.B.P., F.R.P.S.



The motorist must frequently share the road with an elephant

Road signs in three languages — Sinhalese, Tamil and English

**M**OTORING in Ceylon may sound improbable and remote; you may visualize fearsome jungle, with roads that are little more than dirt tracks among the trees, where snakes and wild animals are ready to pounce, and possibly the natives are none too friendly, but you would be completely wrong.

Ceylon is one of the most beautiful islands in the world; it is the youngest and smallest Dominion in the British Commonwealth, having achieved independence only eight years ago. In fact, it is so peaceful and settled that it is fast becoming the favourite part of the Far East for the making of films with a

tropical setting. Here there are no longer unusual troubles or dangers, and the scenery has mountains, plains, sea shore, rivers, paddy-fields, palm trees and all the other things that go with the tropics. All over the island there are good roads, so that every part can be reached quickly and easily by car.

On a recent visit I found that all the main roads were tarred, and many of the secondary ones, though dusty or muddy according to the season, were quite good for motoring. There is a surprising amount of traffic on the main roads leading out of Colombo, but this gradually thins out, so that in many parts of the country you will pass only an occasional ox-cart, a truck or a bus, and of course a car or two.

After a time you will cease to be surprised when you come round a corner to discover a huge elephant plodding along; there are tame elephants doing all sorts of hard work. You will not come across wild ones in Ceylon as a rule, except in the two National Parks—Wilpattu in the north-west and Ruhunu in the south-east of the island. Here, under expert supervision, you can see wild elephants, buffalo, elk, deer, bears, pigs, leopards, monkeys and crocodiles, all in their natural surroundings. There are no lions or tigers in Ceylon. You can stay in the parks in bungalows, but you must take your own food with you. Incidentally, the peacock is native to Ceylon, and you will see it running wild, together with a host of other beautiful tropical birds.

Ceylon is some 270 miles long by 140 miles wide, roughly pear-shaped, below the southern tip of India. Much of it is mountainous, especially inland from Colombo, in the widest part of the island, where the mountains rise to 8,000ft, it is always cool and you will sleep under blankets at night. In Colombo and the lower parts of the island you sleep under big fans, and I found it almost as cool, and very pleasant, but I was in Ceylon

in February, which with January and early March is the best time of the year. It is the coolest and driest season, when the days are like those of a hot English summer, but with low humidity and unusually strong sea breezes. Life, then, is not merely tolerable but really pleasant, and at night it is delightfully cool. In the hills at the same time there had been a somewhat unusual frost, which had nipped some of the tea bushes.

The hottest time of the year is April to June, before the south-west monsoon cools things off somewhat with its torrential rains. The north-east monsoon brings lighter rains in October and November.

Ceylon does not have hurricanes or typhoons; this idyllic land does not seem to go in for extremes of any kind. No part of the island is more than 70 miles from the sea, and the average temperature is appreciably lower than that of southern India, to the north, although Ceylon is only a few degrees from the equator.

The sun itself can be very hot, and I found a light hat was a relief in the middle of the day, though many people go without. When people feel too hot in the low country they go up to the hills to cool off; they can be there in two or three hours from Colombo.

With two friends I left Colombo at 9 a.m. on a typical sunny morning on such a trip. We made our way through the thronged streets of the Pettah, the native quarter, over a long steel bridge across the Kelani River, where ox-carts set the pace, and we were soon out in the country. It is left-hand driving in Ceylon, by the way. Our road ran through much green jungle, often with coconut palms and flowering trees overhanging the road; two-thirds of Ceylon is still virtually untouched jungle. Often there were plantations of coconut palms, the trees in long straight rows, then an opening, with paddy-fields in a flat valley and a river meandering through them. Here and there rice was being harvested—dry and yellow, like our corn; only in its earlier stages does it grow with its feet in water.

We passed through villages, the main road lined with shops like a native bazaar. Here and there were rest houses—small hotels where meals can be obtained and where you can stay for the night. They are well distributed throughout Ceylon, making touring easy. They are larger, more pretentious hotels in the main towns, but I found rest houses quite good on an



*Catamarans enter the lagoon at Negombo*

*The jetty at Colombo, with part of the harbour in the background*



*Village street, the main road lined with shops*





## *Motoring in Ceylon . . .*

(Left) Roadside halt to buy fruit

(Below) Up-to-date centre of Kandy, ancient capital of Ceylon

average, and sometimes they were, in fact, very good indeed.

Two vivid impressions were formed quite soon—the luscious greenery and beauty everywhere, with a seemingly total absence of ragged, untidy country, and the cleanliness of the people. Having seen a fair amount of the Orient, I half expected to find a good deal of dirt and squalor here, but the people of Ceylon, charming, friendly and always smiling, have the admirable habit of bathing daily—you see them in every river and stream. Their clothes always seem to be spotlessly clean, as though newly laundered, and even the beggars outside the temples have a certain dignity.

Driving along a country road, one is frequently surprised by a sudden splash of gorgeous colour against the green, as a group of women comes into sight, dressed in multi-coloured saris. Surely no more graceful and becoming garment has ever been devised than the sari, providing the Oriental way of walking goes with it.

We soon saw mountains in the distance—deep blue, and framed in palm trees. In the lower hills we came upon rubber plantations, with here and there men and women tapping the trunks for the milky-white latex. In the trees overhanging one river were hundreds of “flying foxes,” chirruping like birds. Our chauffeur let off a fire cracker and the air was immediately filled with these enormous bats. Near Kandy we saw the first tea plantations, but the best tea comes from higher up—the 5,000 to 7,000ft levels.

We stopped for the night at Kandy—a unique and lovely place, once the capital of the Kings of Kandy. There is a lake with a walk all round it shaded by flowering trees, with high hills rearing up into the sky. The famous Temple of the Tooth is at Kandy, and here you can be shown round by the yellow-robed Buddhist priests. If you are lucky you will see



some of the famous Kandy dancers performing in their gorgeous costumes.

We stayed at the Queen's Hotel there—quite a good hostelry. Prices are appreciably cheaper than in England for corresponding accommodation, and often quite low in the rest houses. Patrick O'Shaughnessy, manager of the Queen's, is a “character,” a mine of local knowledge.

Next day we went on to Nuwara Eliya, a hill resort 6,000ft above sea level. All the way up and over the Ramboda Pass we were among tea plantations, with fine-looking factories



Typical scene in the tea-growing areas

here and there, and planters' bungalows on the hilltops. We visited one or two of these later and had tea or morning coffee on spacious lawns backed by flowering trees and bushes, with distant mountain views that would be world-famous, except that there are so many of them in Ceylon.

Nuwara Eliya is a paradise for English people—cool and high, with a race course and an excellent golf course, and scenery that is not unlike a wooded section of the Scottish Highlands.

We returned to Kandy through Talawakele and Nawalapitiya, past one or two lofty waterfalls. The roads in the mountains were extremely winding and rather narrow, calling for caution in passing a truck or bus. But the surface was good, and the scenery so enchanting that one is well advised not to drive on a first visit; you cannot afford to take your eyes off the road for a moment without stopping first.

Along the coast north and south of Colombo there are magnificent beaches with perfect bathing and often surf riding. The Mount Lavinia Hotel, seven miles south of Colombo, stands on a rocky promontory, with waving palm trees all round and a magnificent sandy beach just below.

Nearer to town is the Galle Face Hotel, big and luxurious, but the bathing is not so good here. In the town, close to the jetty, is the Grand Oriental Hotel, where everyone meets. Northwards there is a particularly good rest house at Negombo, a most picturesque fishing port. Here, around mid-day, you will see the catamarans come racing in from the open sea, their big sails bulging with the strong breeze, their slender hulls holding the day's catch of fish.

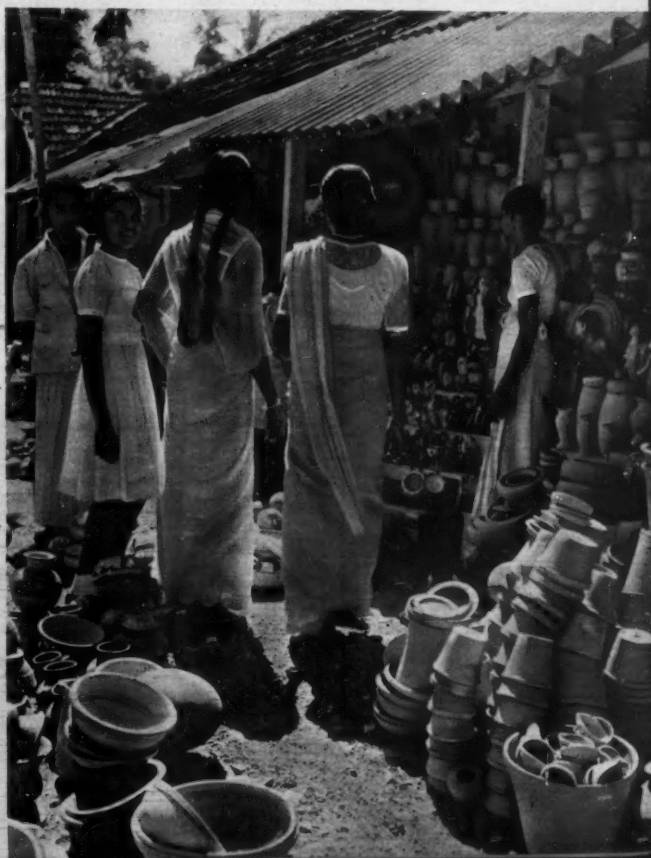
All round the thousand miles of Ceylon's coastline there are countless natural bathing resorts, with all their tropical beauty of palm trees, rocks and sand unspoilt. A motor road which runs for 150 miles round the south coast of Ceylon to Hambantota, is one of the finest and most scenic highways on the island. It runs near the Ruhunu National Park, and a diversion nearer Colombo will take you to the primitive little mines where amethysts, rubies, and other precious stones are obtained. You can buy them cheaply in Ceylon.

There is excellent sea fishing at many spots; in some places there are even singing fish! In the mountains there are fine, well-stocked trout streams. One great feature of Ceylon is the ancient ruined cities of Polonnaruwa and Anuradhapura, extraordinary evidence of a mysterious civilization going back 2,000 years and more.

Ceylon has much to offer to the motorist, and it is not difficult to reach. Colombo is a stopping place for virtually all liners going farther east; a break of a week or two in Ceylon would be well worth while, and cars can be hired very easily

in Colombo. Colombo can be reached by air from England in some thirty hours; B.O.A.C. planes fly there *en route* to the east, and a new line—Air Ceylon—has an excellent service from Amsterdam via London to Colombo. Think of it on a cold winter's day in England—thirty hours' flight and you can be bathing on a palm-fringed beach, enjoying all the pleasures of the tropics at the coolest time of the year. Ceylon is worth a thought.

Pottery for sale in the village market at Kelaniya



## Autocar ROAD TESTS

No. 1616

### LOTUS 11

#### Le Mans Model



The Le Mans model has a wrap-round Perspex windscreen, the side sections of which hinge out and downward with the doors (when these are used). The diminutive duct to the radiator is more than adequate, some blanking off being required for best results in normal road work

FOR an 1,100 c.c. two-seater to attain over 112 m.p.h. on a Continental motorway, to cover the standing quarter-mile in 17.9 sec and average well over 50 m.p.g. fuel consumption for normal running is unique in road testing experience of *The Autocar*, yet that was the achievement of the Lotus Eleven Le Mans. On checking records we find only six other cars which have matched or bettered the performance figures—though without approaching the consumption—and all were of over 2-litre capacity.

Some readers may not consider such a comparison to be entirely fair, because the Lotus is built primarily for competition. It is true that there is no luggage accommodation as such, that weather protection is limited and by family car standards there are no more than the bare essentials of trimming and comfort, but to obtain the ultimate in one or two directions invariably necessitates some sacrifices in others. The exhilarating speed and acceleration of this car more than offset its austere furnishings, for the kind of enthusiastic driver who is likely to be found in its cockpit.

There is no reason why the car should not on occasions be used for local shopping or, in fine weather, for taking the younger member of the family to school—and no reason, either, to suppose that the Lotus would be harmed by such employment, for it has all the normal components and an engine which is far from being temperamental. On the other hand a milkman does not usually buy a racehorse to draw his float, nor does an Esquimo choose a whippet.

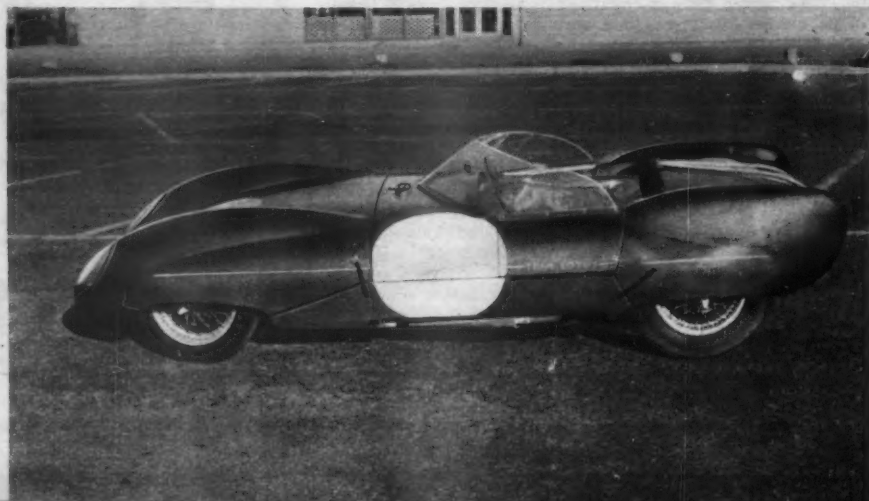
In the form in which it was tested, the Le Mans Lotus

is ready for the track or road course for which it is primarily intended, and according to the merits of the driver, could be expected to finish among the winners. Racing apart, it provides enjoyment and satisfaction in the role of diminutive highway express, and it is under these circumstances also that its exceptional fuel economy is appreciated.

One of the very few specialized manufacturers in Great Britain, the Lotus Engineering company, has built up an enviable reputation since its first trials cars were produced in 1947 and were followed in due course by the Mark III 750 c.c. sports-racers. The present production models have a space-type chassis frame, built up of 1in and ½in round and square section steel tubing. The thickness of the tubes—18 and 20 s.w.g.—is varied according to the load on the particular section of the chassis. The floor and propeller shaft tunnel are stressed light alloy members which form an integral part of the chassis frame.

The heart of this Lotus is the 1,098 c.c. Coventry Climax engine. Various stages of tuning may be specified by a purchaser. That of the standard model produces 75 b.h.p. at 6,250 r.p.m.; Stage 2 tuning, as applied to the car tested, provides 83 b.h.p. at 6,800 r.p.m. The engine is carried on two rubber mountings at the front and a single one at the gear box, and in order to keep down the frontal area, it is tilted to the left at approximately 10 deg. from the vertical. The compression ratio is 9.8 to 1 and thus high octane fuel should be used, although the admixture of a small quantity

Clips on each side secure the hinged front and rear body sections. The front of the chassis or the rear suspension can be revealed in a moment and the centre section is also quick to remove



of normal premium on one occasion during the testing made no detectable difference to performance.

Whether the engine, which has no "choke," would start readily in very cold weather we were unable to determine, but at temperatures within a few degrees of freezing point there was no difficulty at all. A twist of the ignition key until the S.U. electric fuel pump had finished ticking, one or two exploratory dabs on the throttle pedal as the key was twisted further to energize the starter motor, and the engine came to life readily and was soon firing evenly on all four cylinders. At high r.p.m. the exhaust note is very noisy—more so to the occupants of the car than to those on the road around—but the engine can be warmed up at a steady speed without causing any annoyance to the neighbours. No fan is fitted, and only a few minutes running is required to reach a comfortable operating temperature.

The Climax is at its best at about 80 deg C and, for ordinary road use a radiator blind would be well worth fitting, so that this temperature could be maintained. In traffic it rises rapidly, but was never seen to boil. A short burst in top gear brings the needle down immediately, and with an outside air temperature of about 50 deg F the open road running temperature stayed at little more than 60



The Climax engine is inclined to permit an extremely low bonnet level, but the raised wings are easily seen and placed by the driver. The wipers would appear to be unnecessary refinement as neither driver nor passenger normally looks through the screen. The very light aluminium body has no protection against bumps which may occur in parking manoeuvres

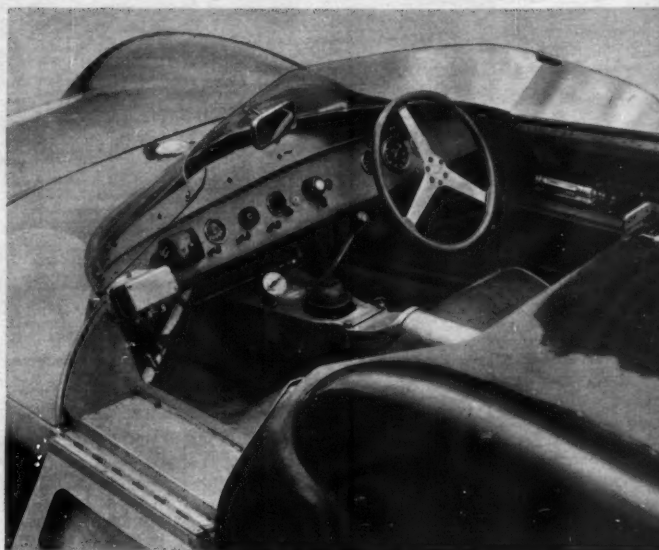
deg C, in spite of blanking off nearly a quarter of the area of the small transverse radiator.

To complete the specification preliminaries, before turning to the handling, there is the matter of rear axle ratio. Several ratios are offered to suit the various requirements. The car under discussion had a 4.22 to 1 axle which is to be recommended for road work. Others to choice are 3.66, 3.89, 4.55, 4.89 and 5.125 to 1—a good range for high top speed through to maximum acceleration, and calculated to cater for most competition requirements.

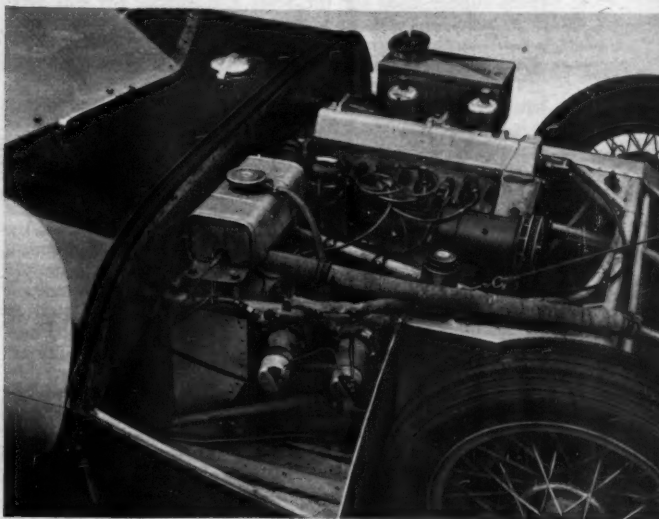
Without sacrificing much of the performance a higher than 4.22 back axle gearing could be selected to give exceptional economy on long journeys. On the other hand in England, where maximum speed would seldom be required or attainable, many drivers would prefer to use a little more fuel in order to experience the really exhilarating acceleration, and to increase slightly the tractability in heavy traffic.

Using the 4.22 to 1 axle and driving hard with full use of the gears and r.p.m., a representative figure of 44 m.p.g. was recorded. Jogging along at 60 to 70 m.p.h. and changing to a higher gear at no more than 4,000 r.p.m., nearly 60 m.p.g. was obtained. Such a figure surely provides a lesson in what can be achieved by reducing drag to a minimum. Very light weight, high gearing, outstanding engine efficiency, combine with the exceptionally low frontal area and fine aerodynamic shape to permit such economy.

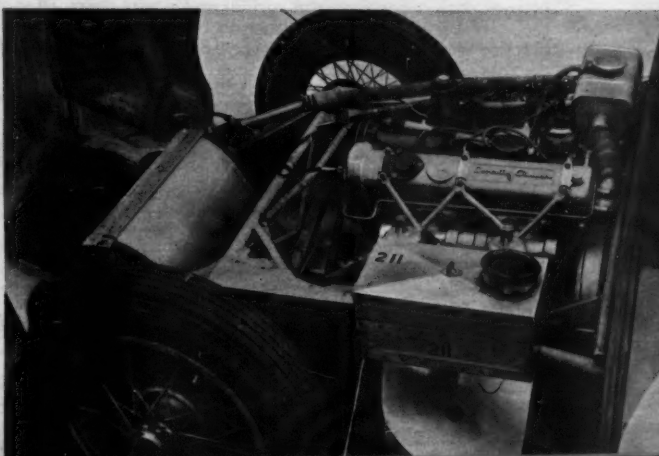
The recommended pressures for the tyres vary considerably according to the driving contemplated. For high-speed touring 20 and 25 lb sq in front and rear respectively gives plenty of adhesion and a comfortable ride. For high-speed runs on good road surfaces, the pressures should be raised



Accommodation for luggage is confined to the space within the doors and the sills at their bases. The handbrake lever may be seen tucked away under the fascia. Tall passengers have some difficulty in getting in because of the intruding chassis space frame member. There is no speedometer; the central dial records engine r.p.m. only



The Coventry Climax engine unit is inclined at 10 degrees. There is a hole in the bonnet top for the air intake, this air passing through a box to the twin S.U. carburetors. The radiator is mounted very low at the front, and the separate header tank against the bulkhead. There are twin S.U. petrol pumps, of which one only is normally used





The light on the right hand rear wing is for illumination of racing numbers in competition. There is no weather protection other than the screen.

## LOTUS 11 LE MANS . . .

to 30 and 35 lb and the ride is appreciably harder. It is not surprising that on a car so light and with such high performance, unbalanced or wrongly selected pressures can have a marked effect on ride, stability and steering characteristics.

Until comparatively recently, the carriage of a passenger as well as driver has been the exception rather than the rule on the Lotus, and the readiness with which the suspension bottoms on rough roads indicates that a little more development and experience would be advantageous. The thin foam rubber used for the seats is adequate for this type of vehicle, but it would not be unreasonable to advocate a considerable improvement in draught and waterproofing of the floor and sides.

There is no point in commenting on space and cockpit equipment, for quite obviously the car has been tailored to provide sufficient room for a large, though not outsize man to be accommodated in each seat—and no more. By accommodated, however, we imply with sufficient freedom of movement for all limbs for control of the car on road or track with comfort and safety. As delivered, the car carries no more than the essential instruments and switches and a legal and performance requirement in lamps and horn. If this model of Lotus is purchased mainly for use on the roads, it is up to the owner to specify the additional equipment he desires. There is plenty of room on the panel for a cigar lighter. Also according to specification, a hood can be provided and the makers advertise the availability of a hard top on all models.

Delivered to us almost hot from an economy run of the previous weekend, the shapely and diminutive sports car created quite a stir as it crouched between enormous lorries and vans outside our London headquarters. And such was the timing of our Silver City flight to the Continent for performance measurements that driver and car had to move off at once and get acquainted on the way. By the time the traffic intricacies of the Elephant and Castle had been negotiated, we were already getting along very nicely, though top gear as yet was in reserve.

The clutch is the only control likely to disconcert the inexperienced driver. As with those on most other competition cars, it has powerful springs and a very short, effective travel, being in effect either in or out. After a little practice with more or fewer engine r.p.m. and acclimatizing the foot to feathering the clutch into engagement, a normal, if eager getaway can be accomplished. It is perhaps prudent in traffic to leave rather more than the usual space between Lotus nose and car ahead, because the natural getaway is deceptively rapid and there is more length of Lotus ahead of the driver than he may think.

Even during the warming-up period, the engine pulls without hesitation, and in traffic it is not necessary to use

high r.p.m. to obtain responsive running—2,000 to 2,500 r.p.m. in the appropriate gear is adequate for keeping in the stream. Low gear must be used for getaway, but second and third are then selected much as they would be with any other sports car. The satisfying but raucous exhaust note does not become really obtrusive until the higher r.p.m. are used.

The gear lever is short, high-mounted and close to the driver's hand on the wheel. Movements are very small indeed between the gears, and changes are very slick at all speeds. The only occasion when a slight pause was desirable was between third and top at high r.p.m.

On the open road the Lotus takes on a new character, and comes to life at the derestriction sign as if it had been dozing before. The acceleration is such that 80 m.p.h. comes up in a quarter of a mile, and 100 in little over half a minute.

For the believer the exhaust sounds crisp and delightful. Until one is used to it, upchange time as judged by sound comes at perhaps 5,500 r.p.m. but the pull continues and increases, and between 6,500 and 7,000 r.p.m.—the normal maximum—the note becomes true blue. At 7,000 the speed in third gear is 92 and in second 57 m.p.h. By fitting alternative intermediate gear ratios which can be specified, it is possible to have maximum speeds of 100 m.p.h. in third and 75 m.p.h. in second.

Against the howl of exhaust and wind it is impossible to single out mechanical noise, but there is probably none deserving of comment. At low speeds the whine of the back axle can be detected—but then the driver can also see the back axle and inboard disc brakes behind his seat if he lifts the flexible cover.

The speed and acceleration figures quoted in this account were all obtained with two people on board and the road test gear attached. Even on wet surfaces very little wheel spin was experienced on these tests. An easy top gear cruising speed was found to be about 80 m.p.h., with the engine turning at 4,500 r.p.m. During the performance measurements in Belgium the limit of 7,000 r.p.m. was observed in indirect gears, and the maximum speed of 112.5 was reached at 6,200 r.p.m. after a fairly long run. On dry roads and with one occupant, this maximum could certainly be improved. The full width curved screen gives only partial protection to the crew of two.

Driver control of the Le Mans Lotus is ideal. The seat is not adjustable, but the position is such that most drivers feel happy at the wheel. It will be noticed from the data sheet that there are only 1½ turns of the steering wheel from lock to lock. This is, by all standards, high-geared, even though the lock itself is very restricted by the tight enclosure of the wheels, but the driver is not aware of undue sensitivity or constant correction of the helm. The car is, in fact, very stable directionally, and a light floating grip on the wheel is best. With load and tyre pressures as mentioned, there is a tendency to understeer, but at all speeds a touch of throttle brings the car neatly round the sharpest of corners and if need be oversteer can be induced with power.

Although it is so light, the Lotus clings to the road in a remarkable manner. Readers who have seen the marque in action at racing circuits will not need to be told that it is one of the safest and most controllable cars built. A driver can cause or experience skids and then correct them as easily as can a man on skates. The response to movement of the steering wheel is instantaneous. On corners there is no roll at all, nor is there any tyre scream. For manoeuvring, the steering wheel can be moved from lock to lock with one finger, yet it is not undesirably light at maximum speed.

The Girling disc brakes are more than adequate for the car's performance, and give the driver the greatest confidence in their dependability and stopping power. Pedal pressure required for stopping from high speed is substantial but not unreasonably so; unless the discs are cold there is no squeal. The car pulls up in a straight line and even under maximum braking conditions there is little tendency for the

The wrap-round screen deflects wind but not rain. Weather protection can be provided by hard top or hood



wheels to lock. The brake and accelerator pedals are arranged to permit heel/toe changes. Incidentally the parking brake lever is transversely mounted above the passenger's knees. It is, therefore, reasonably accessible to the driver's left hand.

Two penalties to be paid for the efficient shape of the vehicle which affect ordinary driving are low ground clearance and nearness of the driver to the road surface. Obstacles which the average vehicle would clear easily—bricks or branches in the road—need to be avoided in the Lotus because of its minimal clearance and light construction. At night, dipped head lights and auxiliary lights which would not ordinarily affect the driver of an oncoming vehicle are likely to dazzle the man at the wheel of the Lotus, whose eyes are 18in to 2ft below normal levels.

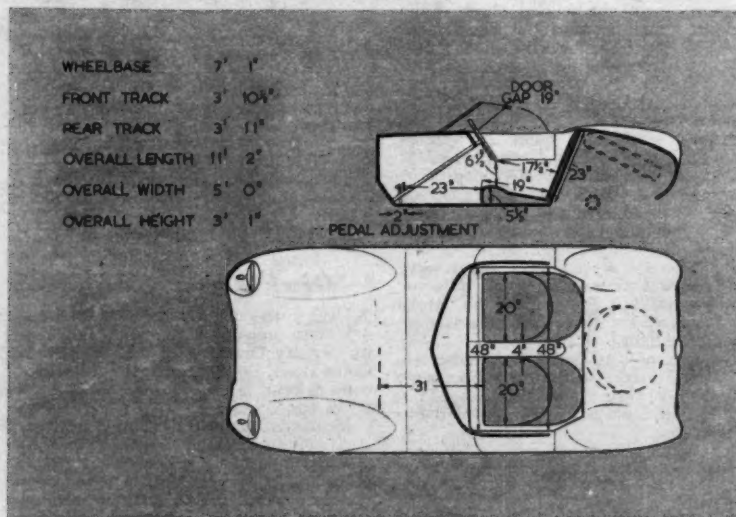
Provision is made for carrying a spare wheel beneath the tail fairing, and there is no reason why a light luggage grid

should not be mounted above it. Few cars can be more accessible than the Lotus, for by unclipping four springs the whole of the front and rear portions of the bodywork can be raised from the centre on hinges at the extremities to disclose engine, brakes, de Dion rear axle, front suspension, tanks and battery.

To summarize, drivers interested in high performance cars willingly sacrifice some of the comforts and other qualities of the conventional sports car to experience the pleasures of driving a car with urge and response like those of the Lotus. It is no great hardship to have to wear suitable clothing to keep out cold and wet if the weather is bad.

The manufacturers are to be congratulated on achieving an admirable compromise between track performance and road docility. The qualities of road holding, steering and braking required for racing place this car above most others so far as safety on the road is concerned.

## LOTUS ELEVEN LE MANS MODEL



Measurements in these 1/4 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

## PERFORMANCE

**ACCELERATION:** From constant speeds.  
Speed Range Gear Ratios and Time in sec.  
M.P.H. 4.22 to 1 5.79 to 1.932 to 1 15.30 to 1

10-30	—	—	5.1	2.8
20-40	—	—	4.0	—
30-50	—	—	3.8	—
40-60	—	6.8	—	—
50-70	12.6	6.8	—	—
60-80	11.9	7.1	—	—
70-90	14.0	8.3	—	—

From rest through gears to:

M.P.H.	sec.
30	4.0
50	7.9
60	10.9
70	15.7
80	19.2
90	25.6
100	38.9

Standing quarter mile, 17.9 sec.

### SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	111.75 (best)	179.8 181.0
3rd	80-92	129-148
2nd	50-57	80-91
1st	28-34	45-55

**SPEEDOMETER CORRECTION**—(No speedometer fitted.)

**TRACTIVE RESISTANCE:** 21 lb per ton at 10 M.P.H.

### TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	230	1 in 9.7
Third	340	1 in 6.5
Second	537	1 in 4.0

### BRAKES:

Efficiency	Pedal Pressure (lb)
90 per cent	75
61 per cent	50
45 per cent	25

### FUEL CONSUMPTION:

47.8 m.p.g. overall for 1,200 miles (5.9 litres per 100 km).  
Approximate normal range 44-58 m.p.g. (6.4-4.9 litres per 100 km).  
Fuel, premium grade.

**WEATHER:** Dull, cross breeze, damp concrete and tarmac.

Air temperature 42 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of February 10, 1956.

## DATA

**PRICE** (basic), with two-seater body, £1,437.  
British purchase tax, £718.  
Total (in Great Britain), £2,155.

**ENGINE:** Capacity: 1,098 c.c. (66.9 cu in).

Number of cylinders: 4.

Bore and stroke: 72.4 x 66.6 mm (2.85 x 2.625 in).

Valve gear: single overhead camshaft.

Compression ratio: 9.8 to 1.

B.H.P.: 83 at 6,800 r.p.m. (B.H.P. per ton laden 137.2).

Torque: 74.5 lb ft at 4,400 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 18.00.

**WEIGHT** (with 5 gals fuel), 9.1 cwt (1,019 lb).  
Weight distribution (per cent): F, 53.9 R, 46.1.

Laden as tested: 12.1 cwt (1,355 lb).

Lb per c.c. (laden): 1.23.

**BRAKES:** Type: F & R, Girling disc.

Method of operation: F, hydraulic; R, hydraulic.

Disc dimensions: F, 9 1/2 in diameter; R, 9 1/2 in diameter.

**TYRES:** 4.50-15 in front; 5.00-15 rear.

Pressure (lb per sq in): F, 20; R, 25 (normal).  
F, 30; R, 35 (for fast driving).

**TANK CAPACITY:** 18 Imperial gallons (not standard).

Oil sump, 8 pints.

Cooling system, 12 pints.

**TURNING CIRCLE:** 42ft (L and R).

Steering wheel turns (lock to lock): 1 1/2.

**DIMENSIONS:** Wheelbase: 7ft 1 in.

Track: F, 3ft 10 1/2 in; R, 3ft 11 in.

Length (overall): 11ft 2 in.

Height: 3ft 1 in.

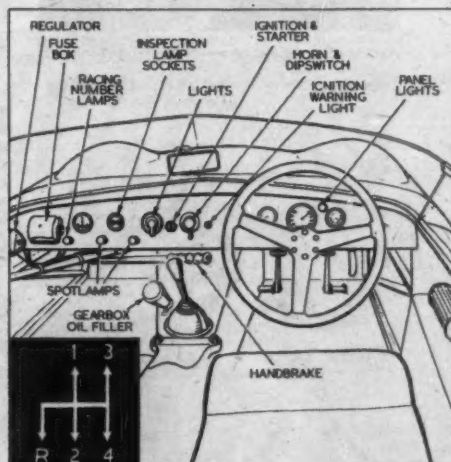
Width: 5ft.

Ground clearance: 5 in.

**ELECTRICAL SYSTEM:** 12-volt; 31 ampere-hour battery.

Head lights: Double dip; 48-48 watt bulbs.

**SUSPENSION:** Front, independent, coil springs, swing axle. Rear, de Dion, coil springs.



# ACCESSORIES



The Lunox spotlight. The rear end of the lamp contains an on-off switch, and is twisted to adjust focus



A scraper for defrosting windscreens and windows  
Lightweight string-backed gloves of the racing kind



## Spotlamp

AN accessory newly imported from Germany is the Lunox spotlight, for fitment inside the windscreen (The Pool Clock Co., 45, Farringdon Road, London, E.C.1: £3 19s 6d). It is 7½in overall width—lamp, swivel and suction attachment. The price does not include a bulb.

The lamp seems to be chromium-on-brass, with a glass lens, and the swinging bracket polished light alloy. Construction is strong and finish neat. The attachment sucker, exhausted by a knurled handwheel, grips powerfully. If the lamp were detached—which is easily done by unscrewing one of the knurled wheels of the arm—it could be used for work under the bonnet or at the rear of the car. There is a very long flex, normally held in a plastic clip. For a big job, the rubber sucker of the lamp could be attached to a panel.

British single-pole bulbs of various wattages can be used. They seem all to be horizontal filament types, and give an oval spot beam. Pool Clock Co. is having bulbs made to give a true spot, however. The bulb holder and stem at the rear of the lamp have a fitting to the body through a pin and spiral slot. Twisting this gives a big range of focus. For general light, in breakdown work, for instance, the focus can be upset to spread the light.

To prevent back-dazzle by windscreen reflection, there is a flexible rubber surround which rests against the glass. This is also useful when the lamp is used for map-reading.

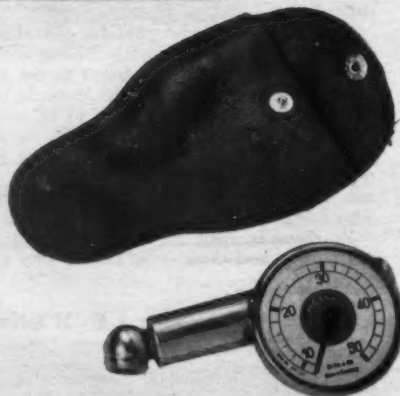
The Lunox is an attractive accessory, useful, well made and reasonably priced.

## Frost-scraper

TOUGH and flexible plastic, with a sharp edge at one side and a blunt one at the other, is used for the new windscreen frost- or snow-scraper introduced by G.N.C.P., 89, Saxmundham Road, Akleburgh, Suffolk. It costs 1s 1d direct from the firm, or from various branches of Halfords in British towns. It is a neat and useful little gadget to keep in the fascia locker, having the excellent property that it could not scratch the glass.

## Stringbacks

THE new string-back driving gloves called Sure-Grip seem to be designed on the right lines. Light palms of washable leather are neither so gripping as to prevent sliding the hands round the rim, nor slippery. The leather completely encloses the fingertips, which are not clumsy, and there is light elastic in the wrist. The price—19s 6d in both men's and women's sizes—is moderate.



The Messko tyre gauge. Pressure is retained when the gauge is removed from the tyre valve. A small button returns the hand to zero

They are sold by Leston's Motor Accessories, 314, High Holborn, London, W.C.1. The colour of those tried was putty leather, with lemon knitting.

## Dial Tyre Gauge

NEW to this country is the Messko dial tyre pressure gauge. It is imported by Century Optical Co., 167, Tottenham Court Road, London, W.1, the main concessionaires. It is German, and costs £1 2s 6d.

Measured against *The Autocar's* accurate road test gauges, it proved accurate plus or minus ½ lb. The dial is clearly calibrated in units of 2 lb, but the graduations are wide, so that accurate readings could be taken. It is strongly made and compact, measuring 3½in overall, and its case is real leather. The finish is good; it is understood to be nickel plating.

In fact, a desirable possession for a keen motorist who knows that frequent check on tyre pressures and accurate readings affect handling characteristics and tyre life.

## Pennsylvania Oil

PURE Pennsylvania oil has good characteristics as to oxidation resistance, film strength, flat viscosity curves and other valuable attributes. So it can be used without chemical additives. Acoustol Oils, Ltd., 327-329, Tower Building, Liverpool, 3, are now supplying pure Pennsylvania in two grades as follows:

Acoustol VSA (20-30 viscosity rating): 10-gallon carriage paid drums, 12s 11d a gallon. 5-gallon drums, 13s 2d a gallon. 1-gallon tins, 15s a gallon.

Acoustol Special (S.A.E. 20, 30 or 40): 10-gallon drums, 9s 3d a gallon. 5-gallon drums, 9s 6d a gallon. 1-gallon tin, 12s 6d. All carriage paid in Britain except for 1-gallon tins.

Tins are free. Drums are charged at 1s a gallon capacity, refunded on return.

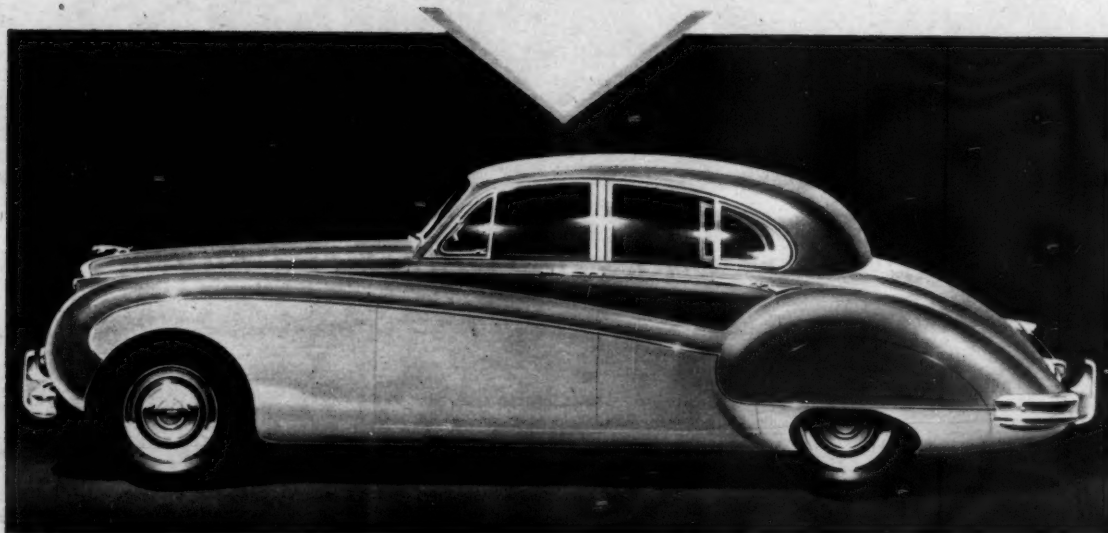
## Fly Key Chain

THE artificial flies used by fishermen to deceive salmon and trout have a delicate beauty. Hardy Bros. (Alnwick), Ltd., Alnwick, Northumberland, embed them in clear plastic discs, with chain, for car keys. Each costs 9s.

A fly called Cardinal as a key tab

# THE NEW JAGUAR

## VIII *mark eight*



### *The most luxurious Jaguar ever produced*

Here to join the world-famous Mark VII, XK and 2.4 litre models, is the Mark Eight—one of the most luxurious models ever offered as a series production car. Interior furnishings, cabinet work, fittings and accessories are in the tradition of refinement and craftsmanship usually associated only with the art of specialist coachbuilders, whilst a degree of mechanical refinement has been achieved which stamps this car as outstanding even amongst the distinguished Jaguar range which it now joins. Whilst preserving the basic lines of the Mark VII, the Mark

Eight has its own distinctive frontal appearance and is offered in a wide range of

two-tone exterior colours. It is available either with Automatic Transmission or Overdrive, or with normal manually-operated gearbox. Amongst the many interior refinements are flush-folding occasional tables in the rear compartment, hand-finished polished walnut fittings, deep pile rugs and extra-deep luxurious Dunlopillo cushions upholstered in specially selected fine grain soft-tanned leather.

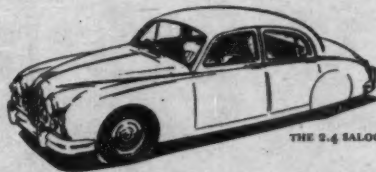
MECHANICAL ADVANCES include new cylinder head and induction system with type HD6 SU carburettors and twin exhausts. An important advance in the operation of the Automatic Transmission system is the fingertip control which enables the intermediate gear to be held indefinitely, and a new pedal layout permits either left or right foot braking.



THE XK 140  
DROPHHEAD COUPE

The current range of models continues for 1957:—

*The Mark VII 3½ litre Saloon, with Automatic Transmission, Overdrive or normal gearbox. The 2.4 litre Saloon, Special Equipment and Standard models. The XK140 3½ litre Open Sports. The XK 140 3½ litre Fixed Head Coupe. The XK140 3½ litre Drophead Coupe. The 'D' type 3½ litre Competition Model.*



THE 2.4 SALOON

LONDON SHOWROOMS 88 PICCADILLY W.1.

*But how does it protect the engine?*

THE  
**PUROLATOR**

**'MICRONIC' FILTER REFILL**

has a unique plastic-impregnated paper element of enormous area specially designed to arrest the harmful impurities in the oil which would otherwise damage the wearing surfaces. Always remember to have the Purolator filter renewed regularly — whenever you change the oil.

AUTOMOTIVE PRODUCTS COMPANY LIMITED  
LEAMINGTON SPA, WARWICKSHIRE, ENGLAND

Registered trade marks: Purolator, 'Micronic'

# The Third Macau Grand Prix

UNIQUE FAR EASTERN

EVENT A GREAT SUCCESS

**H**ELD over 77 laps of the 3.9 miles Guia Circuit, on the coast of China, near Hong Kong, the third Macau Grand Prix was won by D. Steane driving a Mercedes-Benz 190SL. Second man home was Mario Lopes da Costa in a Ferrari Mondial, followed closely by Macedo Pinto in an M.G. A. Race day was spoilt by a most unseasonable cold wind and a steady moderate rain that brought down average speeds, after the first 15 laps in the dry. Major event on the Saturday was won for the third successive year by Fiats, against strong opposition.

Very fast times were put up in practice on the Friday, especially by B. S. Arnold's Warrior-Bristol, the Ferrari and the Mercedes. Ritchie, last year's winner, again in a modified Austin-Healey, was playing a waiting game. On paper the main event was a fight between these four, but the new M.G. As—three were entered—were an unknown quantity; the three Jaguars included the Singapore XK140 with single-seater body, driven by F. Pope, and there were one or two locally built specials, which if not very fast might prove more reliable over the 300 miles. Most interesting entry was perhaps G. Baker's Ford Thunderbird; it was known that the car was fast.

Saturday was fine, and the crowds were flocking in as the flag went down for the first event—the 10-lap novices' race. From a mixed field of 12 cars, an early lead was established by Paul Molyneux in an M.G. A, which won after a brief tussle with an XK120. Paul Du Toit's Fiat 600 got away first in the 100-mile Handicap for standard production saloons, with Prefects, Renault 1,063, Fiat 1,100s and 1,100 TVs, Simca 1,300, Volkswagens, D.K.W., Zephyrs and an Austin Westminster in hot pursuit. After seven laps the 600's handicap advantage was gone, and in a close finish two TV Fiats took first and second places, followed by the D.K.W. They were driven by R. Ritchie, A. Stewart and D. Steane respectively.

The same TV Fiat scored another win, this time in the ladies' race over 10 laps, driven by Mrs. F. Riberiro, who kept Mrs. J. Wilson, in an M.G. A, in second place.

Regulations for the 15-lap team relay race laid down that the teams were to be of three cars, each of a different class and one at least a production saloon, and each car had to do a minimum of four laps. Seven teams started and the excitement was fast and furious, spectators particularly enjoying the "Change the baton" scenes. An all-Ford team was favourite, but was just pipped by a team made up of an M.G. ZA, an Austin-Healey and Pope's XK140.

The programme ended with timed practice for the grid positions in the G.P., pole position going to the 190SL, joined in the front rank by the Ferrari and Ritchie's Austin-Healey.

At noon on Sunday the Grand Prix



D. Steane, in the winning—and somewhat filleted—Mercedes-Benz 190SL. Spectator protection seems to have been solid enough

cars roared away; the Mercedes moved off first and a great duel was on. Before the bridge the Ferrari was in front, setting the pattern for the next 15 laps. Steane was the more experienced driver, but da Costa's Ferrari was the faster car, and it soon became apparent that the Mercedes driver was trying to press da Costa into making a mistake. He didn't, and those opening laps provided the spectacle of two fast cars, superbly driven, racing on the limit. Already half a lap or more behind, the rest of the field was content to play a waiting game, with Ritchie and Pope moving fast but steadily, followed by the smaller cars, TR2s, M.G. As and the specials.

But the race changed its character as the rains came—first a slow drizzle that made the surface treacherous, and then a heavier fall. The Ferrari lost the lead, and cars began to skate and slide, providing spectators with thrills galore, fortunately with no damage to vehicles or drivers. The pace dropped, with the exception of Pinto who, in his beautifully prepared M.G. A, pressed on as speedily as when it was dry. Then Paul Molyneux, who had been driving his M.G. A with great skill and nerve, collided with a lamp post at the beginning of the straight. The car was badly damaged,

but Molyneux escaped with a cut on the forehead. Pope's Jaguar went out with fuel feed troubles; Ritchie's Austin-Healey went sick and his team mate, Pennels, had a minor bump which put him out. The two remaining M.G. As continued to circulate without trouble, fast and impressive in the wet, and the Femcar Special and TR2s also had trouble-free runs, enlivened by slides that hurt no one.

The Thunderbird was amazing—alone of the cars it appeared unhampered by the heavy rain, its twin wipers giving Baker a clean field of vision. He drove the car with great assurance, holding the slides with great verve and obvious enjoyment, and having a fine day's sport. Both Steane and Costa had bad spins, damaging the coachwork of their cars, and Pinto moved up into second place—a splendid achievement.

Then the rain stopped for an hour, the track began to dry and speeds again rose. The Ferrari moved back into second place but was a lap behind the 190SL, and could do nothing about it. Just before the end a torrential downpour started, and it was in this heavy rain that Steane brought his car across the line, followed by Costa and Pinto and by Wilson also in an M.G. A.

B. S. Arnold's Warrior-Bristol—once familiar on British circuits in the hands of Biss and Nuckey



# BROOKLANDS

"SAMMY DAVIS" LOOKS BACK



The Onetime Paddock and Clubhouse

**F**IFTY years ago Brooklands track was born. Odd, but it does not seem so long ago that we watched with awe the first procession of cars officially circle the track, marvelled at the immense height of the banking, and thought the millenium had come.

That a track should be there at all was due to Mr. H. F. Locke King and his very enthusiastic wife, Dame Ethel. How they survived the scathing criticism of horse-age neighbours, furious that a great estate should be so used, no one really knows, but survive they did, exchanging broadside for broadside during the subsequent years of bickering over noise and nuisance.

Colonel Holden of the "Sappers" was the designer, but even he could not have realized exactly what this track meant to us. You see, not only was there no place where a racing car could be tested, save under the displeasure of the Law, but for most of us there was nowhere to run races. And Brooklands made a vast difference to racing car design all over the world.

The first meetings nearly brought disaster. For some reason or other, the committee of the new Brooklands Automobile Racing Club, possibly influenced by the fact that Lord Lonsdale—greatest of horse-racing enthusiasts—was president, ran the meetings as horse-race meetings are run. That might mean 1,400 sovereigns prize money for a "first" as well as a cup of surpassing beauty, but it also meant that drivers were treated as jockeys, required to wear parti-coloured shirts—which was funny—and ordered about with shouts and gestures—which was not. Also timekeepers were regarded as the lowest form of human life, forbidden to take a hand in anything, and you can imagine how our one and only "Ebby"—A. V. Ebbelwhite—liked that.

Some homicidal lunatic rigged one of those horse-race "gates" which consist of horizontal cables, secured level with the drivers' necks until they were caused to fly up as signal to start. The possibility that the cables would not go right up caused nightmares and despondency.

To add to it all, a traffic jam of world record dimensions occurred at the principal gate, the noise, the exhaust smoke and the rumpus between car-loads of impatient spectators causing residents of nearby houses to write furiously to *The Times*.

However, all that was soon altered, mainly owing to the machinations of Ebby, who never failed to get his own way in the end.

Horse-race autocrat Rodakowski gave place to autocrat Colonel Lindsay Lloyd, the plutocratic aristocracy retired somewhat into the background, though benevolently enough, and we really got down to business. Coloured shirts gave

place to numbers, mounted at first on large discs on the cars' tails, timing of races became official, handicapping by lap time was recognized after an attempt to do so by varying the weight carried. It was appreciated, at last, that drivers were human and cars were not animals.

What fun it all was! After an enthusiast, driving with great abandon down the finishing straight, had gone over the home banking, car and all, that diversion as a method of distinguishing the final lap was discarded, only the outer circuit being used.

The great Nazzaro, driving a huge Fiat, was timed at 121.64 m.p.h. for a lap by the official electric device, the which was hotly disputed by Ebby. Similarly, that giant Hemery took records with a Benz, driven wrong way round the track; the figures subsequently were quoted in official documents as "traditional" which was a nice way of admitting unreliable timing.

Edge's fleet of green Napiers did wonders, ably backed by his magnificent flair for publicity. Newton, Tryon and Barp became famous. Once Napiers startled the world with a speed ascribed to taking in oxygen—which was promptly forbidden; once Edge sent round the veritable photo of the fly which got in the jet of a Napier engine, so causing it to lose an important race. That the crankcase of that engine had a remarkable "bow window" in it was, it seems, of no importance.

"Cupid" Hornsted became the star attraction of every meeting, chiefly because of his very big Benz, but not a little because of his inimitable Gasconades. Hancock made Vauxhall's name with the thin, streamlined car "K.N."

Little "Pearly" Lambert took record after record with the Talbot, being first to put 100 miles in an hour. Trying to better this one day, he and the Talbot went fast round the home banking, disappeared behind the members' hill—and never came into view again. Behind the hill lay the car, upside down, with its driver dead, a reminder that tragedy always lay in wait.

Teams for great races—Vauxhall and Sunbeam—came to prepare for battle with Coatalen and Pomeroy brooding over their new designs. Motor cycles were allowed, perhaps because there was a "Public School" race for which we wore school colours—it was a long way from the jockeys!

Then the 1914-18 war cast ominous shadows over an August meeting, and stopped everything for nigh on four years. When we returned the track took new life, as a horde of strange little cars appeared to prove their worth. The first real race in this country was organized joyfully, in the teeth of violent opposition, by the iconoclastic enthusiasts of the Junior Car Club, thereafter to capture record after record.

"Bunny," most famous of Aston Martins, though a mere 1,500 c.c., actually intruded into world records under control of portly, but very Etonian, Lionel Martin. And A.C. did 100 miles in an hour.

Big cars there were too—that enormous 350 Sunbeam which Bill Guinness drove so magnificently—a live animal of a car which gave me the first real thrill of a lifetime, and was a packet to handle fast round the unbanked curve near the Vickers shed.

And there was the famous "Chitty," beloved of Count Zborowski—fearsome, intractable, enormous. Eldridge, too, had a huge, aircraft-engined car, his father vehemently disapproving; A. G. Miller, the unpredictable, sported a big Hispano 11,762 c.c.-engined monstrosity.

Tyre treads flew in all directions, until Dunlops mastered the peculiarities of each in turn.

Any week-day, any time, you would find cars testing, while the welkin rang with the successive clicks of stop-watches in the hands of the inquisitive, very beautiful ladies decorated the lounge bar, drivers carried themselves with an air, and it was voted that Solomon, Dame Ethel's goat straying about the infield, was far more powerful than the sewage farm outside the Byfleet banking.

Nothing has equalled that all-out run round the outer circuit, the violent leap off the home banking curve to the railway straight beyond, the intense effort to get the car on the Byfleet banking exactly right, then off again so as best to hold speed round the Vickers shed, and achieve the one certain spot on the rise to home banking.

#### Derelict Control Office



Foliage creeps over the Test Hill

All the time the loud pedal was well down on the floor, eased only to coax the car on to the curves, while behind was the full engine roar and all around the howl of the wind. That there was no room for error, that a tyre tread might go at any moment, was part of the real thrill.

When it was over you felt intoxicated, ached as though coming from violent exercise, yet walked for a space with the gods. In time you knew every bump—and there were many—by name.

Slowly things developed as Lloyd gave place to Bradley; long distance racing as at Le Mans—12-hour run, lock up for the night, another 12 hours, or six hours at a stretch—delighted drivers while improving technique out of all knowledge.

But the track barely covered expenses, and not yet was car racing popular. Naturally we grumbled, chiefly about "impossible" handicaps, but invariably we were confounded by Ebby's watertight figures. Marvellous cups of ancient design gave way to mere cash, and the committee were astounded to learn that most drivers preferred the money.

"Mountain" racing was introduced—ten laps or so of the members' and public enclosures flat out, with the car almost broadside on the turns, and the driver using all he knew. A road circuit was constructed, chock-a-block with 30 m.p.h. corners, to our horror, and the lies happily told in the bar were as vivid as any imagination can beget.

Attempts on the outer circuit lap record became things no driver could watch without feeling sick—Tim Birkin's fearsome run at 137.96 m.p.h. with the fierce "blower" Bentley, Oliver Bertram's shattering 142.60 m.p.h. with his Bentley, now called a Barnato-Hassan, and big John Cobb's lap record to end all lap records of 143.44 m.p.h. with that marvellously controllable machine, the Napier-Railton, though thus extended it needed immense judgment to get round.

Women intruded too, causing symptoms of apoplexy in earlier Clerks of the Course—Jill Thomas at a lap speed of 120.88 m.p.h., "Bill" Wisdom with 121.47 m.p.h. in the huge Leyland-Thomas, Kay Petre at 134.75 m.p.h. in the big Delage, Gwenda Hawkes at 135.95 m.p.h. with the Derby.

Towards the end, long distance racing proved too destructive to cars owned privately, and finance became more and more difficult, though the racing, as racing, was at its best. And so the fatal blow seemed to be given by the war of 1939-45, and we knew our track no more.

But though a feeling of intense depression comes to all of us who watch the track mouldering back to the earth from which it sprung, trees, shrubs, weeds and tin cans littering the banking which we knew so well, there remains the memory of something no one else can experience—of friendships, little jealousies, marvellous enjoyment—which will last a lifetime.

And the finale was as it should have been, for the last racing car to leave the track was the fastest car of all, the Napier-Railton John drove so well for the ultimate lap record.

Where the runway cuts the Byfleet banking



Members' bridge





"... inconspicuous in styling or embellishment ..."

## Hawk Over the Humber

### Northern Journey with Overdrive Model

**A**MONG the medium-sized cars on the home market which still retain much that was established in line and in design during the "face-lift" period of five or six years ago, the Humber Hawk is a notable example of steady, progressive modification and development. For the sporty boys it may have little appeal, but it has continued to satisfy a large number of motorists who give priority to comfort, quietness, reasonable acceleration and cruising speed, and great ease of driving.

After an interval of four years or more, acquaintance was renewed recently with the Hawk, and memory, which had dwelt chiefly on the attributes mentioned, was enlivened by the enhanced performance arising from the substitution of overhead valves for side valves, and the addition of Laycock-de Normanville overdrive.

The Hawk is still as quiet, comfortable and easy of control as ever, but it is livelier, it will now cruise at around 70 m.p.h.—its maximum five years ago—and it is more economical. Petrol consumption over 1,200 miles averaged 28.5 m.p.g., compared with 21-23 m.p.g. quoted in *The Autocar* Road Test in December, 1950.

Most noticeable additional feature since then is the overdrive, for it transforms the car's behaviour. It gives an "extra top" ratio of 3.54 to 1, compared with 4.55 to 1 normal top, and with the extra power—70 b.h.p. at 4,000 r.p.m. against 58 b.h.p. at 3,400 r.p.m. with side valves—most main road gradients can be climbed comfortably in overdrive top. The simple fingertip flick of a lever on the right of the steering column re-engages normal top if the slope becomes more acute.

Only when the car is fully laden and the hill really steep is third gear required. Second suffices for starting from rest in all but the most adverse circumstances of load and gradient, and in this ratio the take-up is quite silky.

The steering-column gear-change proved smooth, positive and accurate, with little lost motion; early difficulty in engaging



Beside a Yorkshire landmark—the Cow and Calf Rocks on Ilkley Moor

reverse disappeared with experience of the precise location of the change lever in that ratio.

Braking at all times was powerful, smooth and progressive, with light pedal pressure, and there was no sign of fade during hard motoring in very hilly country.

Though the steering was a trifle heavy in parking manoeuvres, it was light and accurate in road use and the whole technique of driving was so effortless, and the comfort so marked, that 250 miles almost non-stop on home main roads gave an average of well over 40 m.p.h., with driver and passengers not in the least tired and, indeed, quite ready for more.

A fair proportion of the full mileage was covered on steep, narrow and winding by-roads in Derbyshire and the West and East Ridings of Yorkshire, and in these conditions the Hawk, despite its 15ft length and 5ft 10in width, gave little impression of a large car, swinging round acute bends sweetly and handling in the manner of a nimble ten.

Its luggage capacity was not small, however, even though the arrangement of the spring-loaded luggage locker lid support, and the spare wheel accommodation, reduced the available space much more than one would have thought necessary or desirable.

Main impression of a big car was when it was necessary to carry extra passengers. The Hawk is a six-seater, with no reservations; for one journey two children were carried in addition without real inconvenience.

The Hawk, undemonstrative in road behaviour and inconspicuous in styling or embellishment, slips quietly and smoothly along without readily catching the eye. It is only when youthful passengers, to pass the time, play the game of Motoring Snap that one realizes how many Hawks there are on the road.

"... on the steep, narrow and winding by-roads ..."



# Methods of the Experts

## Part 5: THE ART OF OVERTAKING

*By the Staff of The Autocar*

**R**ONNIE ADAMS, winner of this year's Monte Carlo Rally, recently gave some useful hints on safe overtaking. He was discussing the question of how to pick up time (or avoid wasting it) when driving a family saloon along public roads. "Mainly," he said, "it is a matter of getting past slow-moving traffic with the least possible delay." He gave examples of what he regards as the best technique:

First is the case where one is following another car or lorry on a straight road too narrow for three abreast, and a single car is approaching from the opposite direction. It is good practice to keep well back from the vehicle in front, says Adams, and start accelerating appreciably before the approaching car has actually passed. Second, when following another vehicle round a right-hander, one will also accelerate early, but be ready to slow down again if the road is not clear. Third, the left-hander: Here frequently it pays to keep close in to the left; then, by looking along the nearside of the car in front, one may be able to see whether the road is clear.

Adams, who was, of course, considering ways of saving time, went on to say, "Seize every opportunity for passing that presents itself, be in the right gear at the start, and accelerate to the maximum through the gears. When outside built-up areas, make use of the horn."

In all overtaking, the expert seeks to pass quickly and, with the minimum loss of time, to return to his own side of the road but without any suspicion of cutting in; this the early acceleration helps to achieve. Of course, a Clever Dick may try to nip into the gap one leaves by hanging back ready to accelerate, but the experienced driver is not caught out—he has a rear view mirror and makes full use of it.

The expert does not overtake unless two conditions are fulfilled. First he assures himself that the driver ahead knows that he is there, and is either ready or expecting to be overtaken. If there is doubt—the driver is thought not to be on the alert, or is failing to maintain a straight course—a gentle "Please I want to pass" will be given on the horn. The late Sir Henry Segrave was famed for his courtesy in this—cruising along in his 3-litre Sunbeam at 70 or 80 m.p.h., he would slow down, give a gentle toot and, before overtaking, make sure that the driver or rider knew he was there—instead of hurtling by unannounced, as so many do.

Secondly, the expert goes by only if he can give not merely inches but feet of clearance; when he is overtaking stationary cars, he is alert for the suddenly opening door. How does one learn to assess a clearance? The expert knows largely as the result of experience. The other day, Stirling Moss remarked that with a particular new car it was impossible for the driver to see the left wing, and he could hardly see the right one. Moss added, "This doesn't worry me, but it might worry some drivers." He was right; it worries some a great deal. Where a car has such faults and the driver is unsure of the width of his car, wing mirrors or other forms of width indication can be a help, especially when manoeuvring or park-

ing in confined spaces, or driving in congested city streets.

Judgment of space available for overtaking is largely a matter of practice making perfect, but if one is to learn quickly a conscious effort is required. One method, and a very valuable one, is continuously to relate the width of the road ahead to the width of one's own car. How many cars of equal width could the road accommodate side-by-side? Are there two full car-widths between the road verge and the white line?

Right- and left-hand bends bring their own problems. Frequently in a queue of vehicles a well-driven car ahead will make periodical excursions towards the grass verge or kerb. The driver, of course, is using every possible means of determining whether the road in front is clear—signs which should make it evident that he is likely to swing out at the earliest safe opportunity. One unfortunately common habit among the inexperienced is that of driving in echelon—each driver seeking to obtain a better view past the next ahead. The result is that a faster car, coming up astern, will find there is ample room to pass at least the last two cars in the queue on the inside.

### Signals in Good Time

Though his intention may be obvious, the first-class driver will give the appropriate signal in ample time before he begins to veer out to overtake. He will also bear in mind that the signal does not entitle him to pull out—a common misapprehension—but indicates that he *intends* to overtake as soon as conditions are safe to do so. If the indicators are of the flashing type, he will recall that it can take an appreciable time for the driver behind to observe that the flasher is operating. Also, if there should be a stream of vehicles behind, he will be alive to the fact that one of the rearmost may be sweeping up, hidden by the blind spot caused by the offside rear quarter.

He will appreciate, too, that, when he wants to overtake, yet can see a low, squat car coming towards him, he can expect it to be moving faster than most. His knowledge of modern sports car performances will suggest to him that it may be closing at



*It is often possible, in circumstances of this sort, to see, through the rear window of the car ahead, whether it is safe to "follow through." If the road ahead is not visible, it is unsafe to overtake*

## Methods of the Experts . . .

the rate of 176 feet (almost 60 yards) a second. The rate of approach of a car is next to impossible to judge from its rate of increase in size alone. The expert will seek to relate it to some stationary object. There is much of the Sherlock Holmes in the make-up of the best drivers.

Even the most experienced will admit that, in appreciable degree, it is their long practice that guides them in judging whether they have time to overtake, but will add that deduction plays a big part. Their eyes judge the distance between the vehicle they wish to overtake and the one coming from the opposite direction. They detect whether there is a side turning, a pedestrian crossing, or anything else that will preclude overtaking.

In this connection Moss' speed and distance judgment during practice for the 1955 Mille Miglia—which he won—never ceased to astound his passenger, Denis Jenkinson. Along the Adriatic coast, where the dead straight roads allow almost unlimited speeds, Moss would be at upwards of 150 m.p.h. During practice the roads were not closed to normal traffic and, in the far distance, Moss would see two cars abreast, blocking the road. He would make up his mind whether they were both approaching, or both travelling in the same direction as the Mercedes-Benz, or whether one was meeting the other.

His experience and judgment would suggest to him how the situation would have developed by the time he arrived on the scene and, if he had decided his lane would be clear, unhesitatingly he would allow the Mercedes' speed to build up even further. All these calculations and deductions had to be made incredibly quickly, for the car was covering the ground at something over 80 yards a second!

The speed of a vehicle to be overtaken can usually be judged from one's own speed; also one knows, within reasonable limits, the rapidity with which, in the right gear, one's own car will forge ahead; if the driver in front accelerates, however, the calculation may go awry. But while one takes in and relates each of these factors, and assesses the whole situation, one must, of course, always have in hand a margin in case of error.

There is some guidance in the preceding paragraphs, particularly on observation and deduction, but the question of experience looms large—and it is not gained overnight. Is there a short cut? Surely one help is to try to learn more about speeds and distances. It can assist a little if one learns to estimate distance and thinks about relative speeds. The majority of people can visualize the length of a tennis court and so have a fair idea of what a distance of 26 yards looks like. On the Continental roads, trees are generally 10 metres apart. Further, if two cars are approaching at 30 m.p.h., the distance between



*Driving in echelon, each is trying to obtain a better view of the road ahead, but none of them is succeeding in getting past the lorry which is out in front*

them is being reduced at the rate of 88ft (or almost 30 yards) per second.

To work out a few sums along these lines, and consider whether one will be overtaking a vehicle at a speed differential of 5, 10 or 15 m.p.h. may give a clearer realization of the considerable distances involved if a manoeuvre is to be completed without causing inconvenience.

The most knowledgeable of drivers, after taking over a strange car, seeks to build up knowledge and experience of it; he exercises restraint unless it is obvious immediately that the new vehicle has all or more of the acceleration and stability of cars to which he is accustomed.

Of course, there is much in the way of observation and deduction that has become second nature to the expert. For example, if the cyclist ahead should look over his right shoulder, it is almost certain that he will swerve to the right—probably without being aware of it. There are other occasions when cyclists do not maintain a straight path, as, for instance, when slogging up a hill. And riders of bicycles, scooters and motor cycles desire lots of room when roads are slippery. Experience suggests, too, that when pedestrians are streaming across the side-turning to the right it is likely to be safe to go ahead despite the presence of the turning. But unless there is something definite—even some birds in the road—to reveal that there is nothing about to emerge from the by-road, the prudent driver holds back until he can see that nothing is likely to swing out.

Approaching a side-turning to the left off a straight main road which is clear of other traffic, the expert may decide to swing a little over to the right, realizing that that will help the driver of a car emerging from the turning to see him sooner. He will be wary, too, of the stationary car or motor cycle on the left, particularly if there is any tell-tale emission of exhaust, if the driver is at the controls, or if the front wheels can be seen to be turned—or turning—outwards into the road.

There are, as we all know, possible traps when drivers ahead wish to turn right or left. Out goes the right-hand indicator; the driver veers towards the middle of the road in copy-book style and then, because of vehicles approaching from the opposite direction, sometimes unwittingly he eases towards his left again, leaving inadequate room for overtaking.

Then there is the swing right which some inexperienced car drivers make before turning left. Worse still, of course, is the case of the individual who overtakes shortly before he intends to turn left, and forgets that he



*Left: This photograph was not posed. It illustrates the extreme folly of parking on the brow of a hill—particularly as in this case a perfectly sound grass verge was available*



The Austin Sixteen (with twin rear windows) has nothing to overtake, but, by keeping to the crown of the road, ensures that nothing can overtake him

cannot maintain his speed right up to the corner—that he may indeed, in consequence, be “carving up” the car he has overtaken. The mirror *should* have obviated this, and certainly should eliminate any repetition. In each of such cases, the expert is never caught napping because he has absorbed all relative factors, assessed them and taken the necessary action well in advance. To achieve such *expertise* is possible only to those who are determined to excel at the art of driving. A modest competence is given to many; they can build upon that if they are willing to keep on learning from analysis of their failings.

It is not so easy to circumvent the trap set by the driver of a vehicle with no “see-through,” who steers very gently, without any signal, towards the right side of the road because of an obstruction which cannot be seen by the driver of the following car. The very gentleness of the movement makes it difficult to detect, but if the following driver is concentrating on the job in hand, he will realize that something is afoot and be wary.

If the expert sees in his driving mirror an obviously fast car coming up from behind—or even one which is closing quickly—he will distinctly pull his car over to the side as an indication that he is ready to be overtaken. He will not make this implicit signal, however, unless it is perfectly safe for the overtaker to pass. And, in reply to this invitation to come past—or when a clear “I am ready to be overtaken” signal has been given—the overtaker will wave a “Thank you” or give a gentle pip on his horn.

Almost supreme in this helping-the-other-fellow are the drivers of the “heavies,” especially at night, when overtaking is more difficult. The “heavy” driver has his own high standard of conduct and his own code of night signals. Many experienced car drivers know pretty well what these signals mean. Do you?

There is no absolute standardization, but the following interpretation of the code is close to infallible in this country. (On the Continent some lorries have little red and green lights at the back, the meaning of which is unmistakable.)

To take matters in reasonable sequence, we will assume that the driver of one lorry wishes to overtake a lorry immediately in front. The former flashes his headlights—

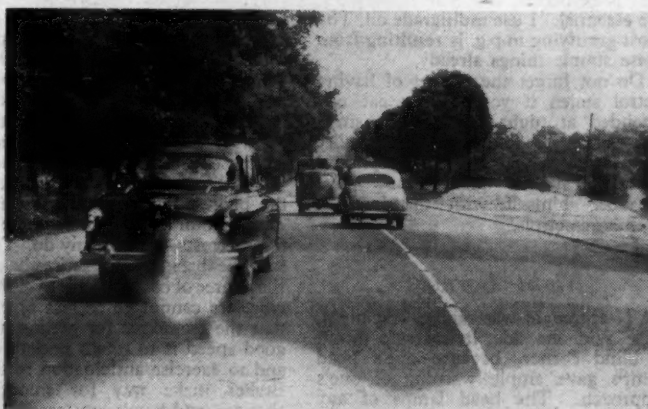
generally twice—to indicate that he wishes to overtake. Then, provided that he considers it safe, the driver of the second lorry flashes his headlights once. The first driver goes past and the second, as soon as he sees that the rear of lorry (or trailer) is sufficiently far in front of his own vehicle, flicks his lamps again to indicate, “It is now safe for you to pull in,” whereupon the first signals “Thank you” with a flick of his lights.

### Friendly Warnings

All this, you will say, is very commendable so long as the flicking does not result in other people being dazzled. The “heavy” driver watches points like this and the flick is such that the lights can barely reach full intensity before they are dying out again. Rear-lamp flicking can mean “I am turning off” or almost anything which suggests that the driver behind needs to take care. Where there is continuous headlight or spotlight flashing aimed at those from the opposite direction, the meaning again is “Take care.” This can refer to the road being blocked by a crash, a patch of oil or ice, or even, of course, the presence of a police car or police trap.

Naturally no expert puts complete trust in anyone or anything. He knows that the final responsibility for ensuring that any projected manoeuvre is safe is his and his alone. He relishes and acknowledges every courtesy extended to him by any road user, including pedestrians, but always he double-checks. The law makes the point crystal-clear: the onus is on he who wishes to overtake to ensure that the manoeuvre is safe. But friendly guidance from someone who has a better view is welcome, so long as the signal is clear and unmistakable; unhappily many hand signals are anything but that.

There are other aspects; see next week’s article on cornering.



Above: The black Standard Vanguard, well in to its side of the road, and well back from the estate car ahead, is ready to overtake the column as soon as the road is clear. The A.70, on the other hand, will shortly have to pull back into the column and will then be too close to see what is happening



Right: This sort of thing is all too common. One shudders to think what might have occurred had a similar state of impending overtaking existed over the brow of the hill

## Disconnected Jottings

BY THE SCRIBE

Barry Appleby drawing

### More Miles

WITH winter upon us, I do not think I shall go nap on the more extreme methods of the economy experts and competition winners. Very hard tyres may mean sliding into the ditch. Too much temperature upkeep, and I may have a boil-up involving £1 or so of anti-freeze. So I shall keep my fan turning. I shall not cling to top gear to the point of straining my engine or transmission. And, for safety's sake, I shall still drop to third gear when nipping past another vehicle.

But I shall coast, coast and coast in neutral at the slightest opportunity. That is the biggest petrol saver. And I shall accelerate gently, whenever possible.

Nobody will be able to persuade me to wreck my mixture and combustion characteristics with any gimmick or gadget, unless the car maker approves it. Weak mixture can be particularly noxious. But the most delicate accuracy and cleanness of contact breaker and plug points, and a lively battery, are essential. I use multigrade oil. The most gratifying m.p.g. is resulting from these simple things already.

Do not forget the danger of having petrol stolen if you leave a car unattended at night. It will be small consolation to know that the guilty spiv, sucking at his length of piping to get the syphon going, may have poisoned himself with the lead in premium petrols.

### Night Corners

AN argument was raging. At night, said one side, it was safe to cut a blind corner, because one's head lamps gave ample warning of one's approach. The head lamps of any vehicle coming the opposite way gave warning, too. Thus at night, the corner ceased to be blind.

The other party was not sure. Suppose there was a party of people walking in the road towards you, just round the corner? They might fail to move in, because they were confident that an approaching car—whose head lamp beam they saw—would be coming round on its own side of the road.

I took no sides. But I thought that in any accident it is a help with police, insurance and so on, to be able to make the claim "I was on my proper side of the road." The only reason for being on the other side that is really accepted is passing another car.

### At Short Range

SEEKING a little solitude in Sunday Surrey, I followed a rough sandy track leading over those vast

heathlands dedicated to landmines, red-flags-cum-dangerous-musketry, shelling, and so on. At its end there was an assortment of family cars of the most un-colonial sort, including a vintage baby car. My trunk-road friends, the heavy brigade with 15 tons of scrap-iron or imported cheese carried on eight big pneumatic tyres, would be just as capable of negotiating such a by-way. A pity if the W.D. closed it because it was Unsuitable For Transporters. . . .

Do not worry about me, by the way. What are landmines to a veteran of Hyde Park Corner? Just damp squibs!

### Not So Unfortunate

WHEN motor cyclists are riding on the grass verge the roads must be really slippery. Two-wheelers are a useful signal of conditions to the uncertain motorist, and are passed with considerable sympathy. It must be very difficult on two wheels when the roads are glassy.

Knowing that first-class competition drivers can get along on ice with four wheels at a speed that seems impossible, one wonders whether the speed differential between novice and expert is as great among two-wheelers as it is among car drivers. It seems that it is. The Editor of the *Motor Cycle* says that the biggest mistake made by inexperienced motor cyclists is taking the feet off the footrests—as so many do. This upsets the balance and seriously reduces the degree of control. He says that two-wheelers cannot go as fast as cars but that the technique for getting along at good speed is to retain perfect balance and to exercise anticipation to the full. Brakes make way for smooth gear changes, and bends are assessed well in advance. Provided that the road is straight and the ice is not rutted, quite high speeds can be maintained. He adds that the second cardinal sin is to get too near to vehicles in front.

### Doublant le Cerf

DRIVING a left-hand car in England has given me a winter reminder of the difficulties of passing when we take our right-hand-drive cars abroad in the summer. It is all right solo, in a small car—one can lean over and look out of the extreme edge of the windscreen—but there are wide cars.

I have been struck with the fact that it is better for the less expert of a pair to drive when there are many lorries to be overtaken. The steering and braking of a car on a dry French main road are easy; the great judgment, knowledge of the car's performance, and the



When roads are glassy

ability to assess the speed of distant approaching vehicles, are needed in the passenger. He has to say "Third gear . . . wait . . . pull out NOW and press on."

Many opportunities of passing will be missed if the skilled partner is wasted on the steering wheel, and it will be a trial to his nerves. The possibility of misjudgment and accident is also greater.

### Optical Illusions

THAT reminds me of another point in Continental driving. British saloon cars are roughly equivalent in cruising speed and size. But a Porsche at 90 m.p.h. looks about as big as a printer's full-stop when it is not so far away as you had thought. There are other very quick ones of tiny frontal aspect to be reckoned with.

This thought has great application to driving a Porsche in this country, for it seems impossible for other road users to associate a car that looks smaller than our 800 c.c. models with very high speeds. A colleague has noticed this with a Lotus, too.

### Even Falser Colours

A LONDON friend who owns a black Ford Popular decided that the amber earpieces worn by taxis were by far the best traffic indicators, so he fitted them; and I agree. Its many admirers would not maintain that this model could be mistaken for a Farina *gran turismo* at a Turin Show. It looks, in fact, like a London taxi. And my friend finds that his narrow and nippy progress is constantly interrupted by suitcase-laden old ladies leaping out, waving madly, and ululating "taxi" like Cheyennes after a stagecoach.

Balancing this, he sometimes finds taxis, buses or even Zodiacs driven by directors, giving way to him under a similar misapprehension. They grind their teeth like quarry machinery when, too late, they realize their mistake.

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New polished walnut fascia.  
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In the new Six-Ninety Series II there is everything that has made Wolseley famous, fine engineering, fine bodywork, fine craftsmanship. Added to this are the latest advances in design, combining in all to give special distinction to the luxurious Series II model.

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## TECHNICAL TOPICS

# Detail Features Causing Driver Fatigue Deserve More Attention

**T**HERE are many features in the design of a motor car which have a bearing on fatigue and its related problem of safety but do not always appear to receive the attention they deserve from the development engineers. In certain instances changes have been made which are apparently directed towards reducing driver effort, but in practice they do not work out in the way intended.

In the latter category there seems to have been a distinct trend in recent years towards much bigger diameter steering wheels. The obvious aim is to reduce the load at the wheel rim, but at the same time it increases the amount of movement required by the driver's arm, and I think the net result is more tiring. Recently I have been checking on a few dimensions affecting this problem, and found that one British small car, which was considerably modified for this year's Earls Court Show, had a steering wheel 16½ in diameter. In the plane of the wheel the maximum dimensions between the inside trim of the doors is 44 in. With the wheel held at its maximum diameter the knuckles of the driver's left hand were 1½ in over the passenger's side of the centre line. In a car of this size concessions in seating capacity obviously must be made, but in my opinion the steering wheel was at least 2 in too big in diameter and, what is equally important, the operating loads did not warrant such a size. This 2 in, where space is at a premium, would make a vast difference between motoring in comfort and causing misery to both driver and passenger.

### Bigger Car, Smaller Wheel

I have recently driven a bigger car having an engine of double the capacity and obviously with much more latitude in front passenger accommodation. In this instance the steering wheel was of 15 in diameter, with 50 in between the door panels. Not only did it have more weight on the front wheels, but it also had a greater proportion of the total weight. For normal traffic use and manoeuvring at low speed it was adequate. Furthermore, although the rim loads were a little heavier, on an identical journey I was much less conscious of the efforts required to turn the steering wheel.

It seems unnecessary for cars below two litres to have a steering wheel larger than 15 in diameter. For bigger cars I would suggest that 16 in diameter is the maximum size and if any additional help is necessary to reduce rim loads, then power assistance should be considered.

Control pedals probably contribute more to driver fatigue than any other single item. It is rare indeed to find an accelerator which does not cause some discomfort to the ankle after prolonged use. This is particularly noticeable where many vehicles have to be driven over a short period, for it is surprising how often one does not realize the ill-effects of a particular layout until driving something better. The degree of comfortable movement of the human ankle is very limited. Assuming that all good designs must include a hinging movement with the heel resting on the floor, the arc which the sole of the foot can accomplish is no more than 2½ in. Very few linkages are designed with this unchangeable dimension in mind. The result is that for the last travel on many throttle pedals the heel has to be lifted from the floor. This disadvantage is often further aggravated by the fitting of an unnecessarily strong spring. It needs only to be of sufficient strength to support the weight of the foot. If a compromise must be made on the amount of throttle movement it should be so arranged that all driving in, say, the 0-50 m.p.h. range is within the capacity of normal foot movement, and there is a slight stretch to the full throttle position, which is not maintained for long periods.

### Pedal Relationships

Clutch operation, depending upon frequency of gear changes, is an important factor. Progress has been made in reducing operating loads and thus lessening fatigue and giving improved delicacy of control. Unfortunately this has been accompanied by greatly increased travel. On many cars it is necessary to depress the pedal fully for complete release of the clutch and this operation often means over-stretching the left leg. To avoid this one must sit closer to the steering wheel than is desirable for comfort or good control. On every car the clutch and brake pedal pads are arranged to be level in their off position, but there is a considerable difference in operation. Whereas the clutch pedal usually requires the use of its full length of travel, the brake, unless in need of adjustment, requires only short travel for effective operation. I have often wondered if there is not a case, until two-pedal control becomes universal, for arranging the clutch pedal to be nearer the driver to overcome this objection.

On the subject of relative positions of pedal pads, I have recently driven a car where the process of changing the right foot between throttle and brake is re-

versed. In other words, instead of raising the foot from the throttle to the brake it dropped down on to it. After a few miles to get accustomed to this change it seemed to be a much more natural action than the more normal one. This arrangement is not easy if a long travel of the brake pedal is necessary, but it did seem such a great improvement that investigation by designers on these lines would be well worth while.

### Seats and Trim

Front seats are very important in this general question of fatigue. Personal preference is for an individual seat which provides adequate lateral support, but even this can be overdone, as was experienced recently when driving one of our more expensive British products. The support and comfort were truly superb and I can imagine no more comfortable device in which to sit before a lounge fire on a cold winter's evening and doze between dinner and coffee. For driving a car, however, the side squabs had far too much wrap round and partly due to the relative positions of the seat, steering wheel and pedals, my elbows were restricted to such a degree that it was necessary to grip the wheel with the hands close together at the top.

To meet a wide range of markets the bench-type seat will continue to be necessary even on small cars, but with a little ingenuity at small cost it could be arranged to give a lot more support. In the normal position occupied by the driver and single passenger it could be bucketed to give a lot more shoulder support against cornering forces. The portion of the squab in between these two depressions could be flat so that on the few occasions when it is really necessary to carry three people in the front seat, the odd man would need to accept the majority convenience and put up with a little discomfort.

Without these aids, and particularly if leather or leather cloth trim is used in lieu of a nap cloth, which has enough friction to prevent the body from sliding sideways, the driver may have to steady himself by taking a very firm grip on the wheel. Many driving seats have insufficient fore and aft depth adequately to support the upper leg. The modern trend towards short cushions, combined with that dreadful innovation—hard plastic piping round the front edge, which in its worst form will restrict blood circulation—is typical of the tendencies which have prompted these thoughts on fatigue and comfort.

H. M.



FLOOD WATERS over the roadway at Walton-on-Naze, Essex, keep the driver of the car well into the wall side of the path

## Correspondence

### Search for a Sunshine Roof

Available on Austin A.50. Mr. Henry Burgh (Nov. 9) may be interested to know that a sunshine roof is available on the Austin A.50. On the de luxe model, the price with this most desirable extra is £836 9s 6d; it is, therefore, well within your correspondent's price bracket.

Findon, Sussex.

H. J. HOLLANDS.

**Four Points of Convertible.** I heartily endorse the Editor's retort to Mr. Henry Burgh's comment on convertibles (November 9) that extensive experience of convertibles in this country proves they can be kept open for considerable periods.

The modern all-British convertible provides to my mind the best of three worlds:—

1. A comfortable closed car that is warm in winter.
2. In the de ville position—fresh air and sky with no draughts.
3. Fully open for the fresh air enthusiasts.
4. With a power-operated hood, opening and closing can be carried out from the driver's seat in seconds.

Full appreciation of the foregoing points can implement both home and export production, and help us to win over foreign competition.

Corley, near Coventry.

C. JACK HELLBERG.

### Brooklands Memories

**An Appeal for Souvenirs.** Readers will have seen in *The Autocar* (September 28) a photograph showing His Grace the Duke of Richmond and Gordon, with some photographs which have been newly hung in the Members' Restaurant at Goodwood. They form the beginning of a permanent collection of photographs of outstanding Brooklands events. A large map of the old circuit, together with a gallery of famous Brooklands drivers will be completed, it is hoped, by the time the new season opens.

Having paid a recent visit to the remains of Brooklands, through the kindness of the Vickers company, I was once again able to drive round what is left of the Members' Banking and

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

Railway Straight, an experience which was, as can be imagined, nostalgic beyond description.

I am attempting to compile a collection of Brooklands photographs, programmes and so on, my own precious collection having been destroyed during the London blitz. Might I, therefore, appeal to any readers who may have in their possession such photographs, programmes, unusual press cuttings, and old badges—in fact, anything appertaining to the old circuit—to which they may not be particularly attached?

Orpington, Kent.

PETER CAVANAGH

[In this issue there appears an article by "Sammy" Davis marking the 50th anniversary of the birth of the Brooklands circuit.—Ed.]

### Inaccessibility

**American Criticism of English Cars.** As one who is actively engaged in the service of imported cars, particularly those produced in England, may I call the attention of the British motoring public to the fact that one of the reasons for falling exports in the automotive field is the high cost of service, due not so much to the cost of parts themselves, but the time necessary to fit those parts, because of the stupid inaccessibility of most British cars when units have to be serviced or renewed.

To quote a few glaring examples, could not all road wheels have an access hole in them for adjusting brakes, where these are adjusted through the drum, and either off-set studs or a dowel to ensure that the hole lined-up after wheel change?

When certain manufacturers go to the expense of making transmission covers, and cutaways for transmission removal, could they not ensure that the cutaway is large enough for the unit, with the bell-housing, to come out easily, instead of many extra hours being used to drop or lower motors?

Could not a simple quick-release air cleaner be fitted, instead of the complicated monstrosities now fitted to most British cars? Could not anchored nuts be generally used to hold such units as voltage regulators, relays, coils and flasher units, instead of

## Correspondence

bolts and nuts, located under fenders and dash panels? What is wrong with the self-tapping screw for light components?

Could not all bleeder valves for hydraulic brakes be situated where they are easily accessible, and distributors put where a change of contacts or setting of same is not a major operation? Could not transmission boxes be bolted to the bell housing from the outside with cap screws, not nuts and bolts, so that the unit is easily removed for clutch renewal? If a Borg-Warner automatic transmission can be safely held with two bolts and two nuts on studs from the outside, surely units weighing less than a third can be held securely, without a dozen bolts and nuts and lock-tabs, put in impossible-to-reach positions. Could not fuel pumps be put where they are accessible and not subject to streams of water from the wheels in wet weather?

The list of absurdities could go on indefinitely, but unfortunately for the British manufacturer, the tolerance of the buying public here will not. More and more are getting fed up with long delays in acquiring parts, and higher and higher bills for replacing such parts. The labour cost per hour here is high enough in the domestic car service garage, without it being doubled and trebled in hours taken per job, due to sheer thoughtlessness on the part of designers and/or manufacturers.

It may be argued that the American car wins no prize for accessibility either; that may be so in many instances, but with an important difference—that where any part or unit is difficult to service, special tools are immediately on the market at a reasonable price, in order that the repair may be made simpler. These special tools are made by the many tool producers, and are invariably available as soon as the car is on the market, showing good liaison with the auto manufacturers.

Hartford, Connecticut.

GORDON L. SMITH.

### Lanchester Lament

"Do Credit to a Revered Name." How I agree with St. John C. Nixon's letter "Lanchester Lament" (Nov. 16). Should the revered name of Lanchester be allowed to disappear into the limbo of the past it would be a real tragedy, although it must be admitted that some Lanchester models made under the auspices of the Daimler Co. have not done much to enhance that name. Up to the date of absorption in 1931 by the Daimler Co., the Lanchester had always been a luxury car of advanced design and of the highest refinement. After the take-over the Daimler Company reduced the Lanchester to the small car class, thus throwing away the great reputation which the old Lanchester Company had built up over the years. It should be noted that when Rolls-Royce absorbed Bentley they avoided this mistake, and both names stand out today as partners of equal merit. Let us hope that the new Daimler administration will again produce a real motor car that will do credit to the revered name of Lanchester.

Newbury, Berkshire.

F. W. HUTTON-STOTT.

### Morris Breaks Africa Record

*The Authorities Don't Like It.* I note on page 354 of *The Autocar*, September 14, a reference to the recent run from Nairobi to Cape Town and back by J. Manussis and P. Davies. In the paragraph itself reference is made to the "record" for this particular run.

In order to avoid any misunderstanding of the position, I



ODD ASSOCIATION of road signs, photographed by a reader near Snettisham, a village not far from Hunstanton, Norfolk

would like to stress that there are no officially recorded times for this or any other run between cities in South or East Africa. The conducting of such so-called records on the public roads is frowned upon by local authorities here and deprecated by the R.A.C. which does not in any way recognize them nor time them.

The law here clearly requires that anybody desiring to set up a record must himself first obtain the necessary permission from the authorities in the various provinces of the Union through which the run is aimed to take place. We venture to suggest that if a party of Africans arrived unheralded in the United Kingdom and proceeded to use the public roads to set up speed records they would receive short shift equally from the authorities and the Press.

Cape Town.

J. B. HOLMES,

General Secretary,

Royal Automobile Club of South Africa.

[The Nuffield Organization comments: This project was arranged by the two enthusiasts concerned and our distributors in Nairobi. Mr. Manussis took part in a previous run from Nairobi to Cape Town some time ago and we cannot remember any exception being taken to the word "record" at that time. However, if the R.A.C. of South Africa feel as strongly as this, we must apologize for this word instead of some such phrase as "Faster than anyone has done it before."—Ed.]

### For Jaguar Owners

*Company Support for Club.* Jaguar owners were recently invited, through the columns of *The Autocar*, to write to the Jaguar Company in the event of their being interested in supporting the Jaguar Drivers' Club. The result has been extremely encouraging, some hundreds of letters having been received. In consequence, Jaguar Cars, Ltd., have given their official recognition to the Club, which is also officially recognised by the R.A.C.

The address of the Honorary Secretary is: 34, Onslow Gardens, South Kensington, London, S.W.7; to him all communications regarding membership and club matters generally should be directed.

E. W. RANKIN,

Jaguar Cars, Ltd.

Coventry.

### Raymond Mays a Convert?

"Reading Between the Lines. . . ." So Raymond Mays, one of the staunchest of the old guard, would have us believe he is a convert to the delights and superiority of automatic transmission. Reading between the lines of his recent article, he seems as anxious to convince himself as much as anyone else. I would wager that if Bentley reintroduced conventional gear boxes as an alternative, I could predict which Mr. Mays would then choose. I suspect Mr. Mays remembers his former days of masterful gear changing with some nostalgia, and playing muted tunes on his American-inspired wonder is proving a poor palliative. If not, I can only say, sorrowfully, how are the mighty fallen!

Surbiton, Surrey.

D. B. BARTON.

*For Autocar Collectors.* Mr. John G. Smithson, of Morag, Chalfont St. Giles, Buckinghamshire, who is visiting this country from Uganda, writes to say that he has copies of *The Autocar*, in good condition, from Oct. 21, 1949 to Oct. 30, 1953, which he offers to anyone willing to meet the expense of having them delivered.

## DO YOU KNOW THE LAW?





Not a welcome sight for the motorist: parking meters on show at Public Works and Municipal Services Congress and Exhibition at Olympia

### Suspension of Tests

**SUSPENSION** of driving tests from today leaves about 130,000 applicants holding appointment cards (which should be retained for future use). The move has been made to release staff to operate the fuel rationing scheme and no individual notification will be made to the candidates affected. Tests are, however, continuing for those who claim a physical disability. Applications were stopped three weeks ago.

### Call for Staggering

**ONE** consequence of petrol rationing is likely to be the overcrowding of public transport at peak times, and as a result there have been renewed demands in Parliament for staggering of hours. Mr. Harold Watkinson, Minister of Transport, said that appointment of the committee to study this problem had been delayed, but in the meantime he called upon London workers to spread their travelling as much as possible.

It is strange at this juncture—when big cities are anxiously reviewing the capacity of their public services and the number of private cars on the streets will drop anyway—that the suggestion of a complete ban in Central London should be reiterated. It was flatly rejected by the Minister.

## NEWS AND

### Motorists' Christmas Presents

**NEXT** week's special issue of *The Autocar* will contain a review of accessories and other aids to better motoring which make suitable and welcome Christmas gifts. In addition to the usual varied features, the issue will also contain the second part of the article on fuel economy which begins this week, and which will deal in particular with carburation and tuning for economy; and the road test will be devoted to a family car of outstanding interest.

### Guided Missiles

**READERS** who are interested in new technical developments in the air will be interested to learn that our associated journal *Flight* is publishing next week a special **Guided Missiles** number. It will include a survey of guided-missile design and development and a review of the world's current missiles, with drawings, photographs, and basic data. This special issue of *Flight*, and *The Autocar's* Christmas Gifts number, will both be on sale next Friday, December 7.

## FALL OF THE USED CAR MARKET—Temporary or Permanent?

**LAST** Thursday I went to Alexandra Palace, London, to a sale at Southern Counties Car Auctions, Ltd. It was well worth the visit, for it was the firm's first London sale since the announcement of petrol rationing last Tuesday, and the top bids on the wide range of cars offered for sale (about 150) must have represented the lowest used car values to be seen in this country since the war.

The auction opened with pre-war cars; very few of these reached prices in excess of £50. The following sales were typical: 1936 Morris 8 2-seater coupé, £52; 1934 Morris 10 (fair condition, engine sounded fit), £15; 1934 Standard 10 (reasonable condition), £12 10s. A 1935 Vauxhall 12 which was in remarkably good order inside and out, and sounded very healthy, was unsold at £30. A 1936 Wolsley 21 was also unsold at £27 10s.

Post-war cars followed, and the reaction was similar. Some examples of the best offers for cars which were not sold (the highest bid not having reached the reserve placed by the owner), were: 1952 Standard Vanguard, £250; 1946 Vauxhall 12 (in very good order), £180; 1951 Sunbeam-Talbot, £320; 1949 Austin Sheerline, £240; 1951 Ford Consul, £295; 1949 Austin A.40, £290. Only about a third of the cars driven into the auction shed were sold.

Auctioneers are not greatly affected by price trends, so long as cars continue to sell. But the used-car trade is taking the knock for which it must always be prepared when conditions like those of the present arise. One Midland car dealer last week made free gifts of a number of pre-war cars, and cut his post-war car prices by £100. The situation calls for some analysis. There are four factors arising from the petrol restrictions which directly affect the used-car market: first, motorists who considered laying-up their cars for the winter, but decided not to, may now think

again and consider selling them instead; second, some of those who had planned to sell their cars next spring are trying to find a purchaser now; third, those who were proposing to buy a car in the near future are now deciding not to do so; and fourth, the flow of new motorists passing the test has been stopped. It is a buyer's market—but low prices are not yet serving as an adequate incentive to neutralize the existing disadvantages of buying.

However, the present collapse in values will stabilize, and it is likely that in a few weeks the position will consolidate itself, prices settling down at around the current level, or perhaps, even rising slightly. Used cars will be hard to sell, but the demand will not fall away altogether.

As prices go lower, better cars come within the purchasing power of a given

range of motorists, who will be keen to snap up a bargain while prices are low, in the reasonable belief that rationing will not be permanent. As a result of this, we may see really old cars which have long since ceased to be roadworthy, retire to the scrap yards. There can be few, now, who cannot meet the initial cost of a "good go-er" in the present market. In particular, big cars with uneconomical engines are naturally valued very low.

When petrol supplies return to normal the market will harden and become inevitably a seller's market. But the extent of the swing back is likely to be limited, there will not be a marked shortage effect such as occurred after the war, for there will be a negligible increase in the number of fresh buyers. After the war the increase in potential buyers was enormous. But against this must be set the fact that the most optimistic forecasts are that rationing will last at least four months, so that when the end arrives depreciation of four, or perhaps as much as twelve months, will have a contrary lowering effect on prices.

Buyers at Alexandra Palace included very few private bidders, as is normal at car auctions. This is because the motorist is naturally afraid to take a car without a trial run, and prefers to buy from a dealer so that he can have small shortcomings made good. As a result, the auction prices are a little below those demanded by dealers, who also have other overheads to meet. But private buyers at Southern Counties' auctions, are not excluded and purchasers have the option to return a car if any major defect not declared by the seller is discovered within 24 hours.

Two cars stood out in my memory as I left the sale: a 1955 Ford Consul convertible in red and beige with immaculate red hood, in obviously splendid condition, which reached only £460; and a 1948 Bentley Mark VI—for which the bidding was filmed for ITV—unsold at £710.

J. S. M. B.

### Pre-rationing Prices

The following is a selection of prices which were realized at the last sale of Southern Counties Car Auctions, Ltd., before the announcement of petrol rationing last week. The sale was held at Brands Hatch.

Car	Date	Price £
Austin 8 .. ..	May 1939	107½
Austin 10 .. ..	Jan. 1939	135
Austin A.30 .. ..	July 1953	327½
Austin A.40 .. ..	Feb. 1950	315
Austin A.40 .. ..	Mar. 1953	390
Austin A.70 .. ..	Jan. 1951	260
Daimler 2½-litre .. ..	Mar. 1948	185
Ford Prefect .. ..	Nov. 1954	410
Ford Consul .. ..	Apr. 1955	540
Ford Zodiac .. ..	May 1955	480
Hillman Mink Convertible .. ..	Feb. 1951	305
Humber Super Snipe .. ..	Sept. 1949	205
Humber Super Snipe .. ..	May 1950	237½
Jaguar 2½-litre .. ..	Oct. 1948	210
M.G. TA .. ..	July 1937	140
Morris Cowley .. ..	Nov. 1955	480
Morris Oxford .. ..	Dec. 1949	290
Morris Oxford .. ..	Mar. 1953	377½
Riley 1½-litre .. ..	Sept. 1947	287½
Standard Ten .. ..	Dec. 1955	455
Standard Vanguard .. ..	Aug. 1953	390
Standard Vanguard .. ..	July 1954	425
Triumph Renown 2000 .. ..	June 1953	355
Vauxhall Wyvern .. ..	Sept. 1949	275
Vauxhall Velox .. ..	Aug. 1953	410
Vauxhall Velox .. ..	Oct. 1954	505

# VIEWS

## Plea for Originality

THE necessity for original thinking in car design was stressed by Michael Brown, associate editor of *The Autocar*, in a talk given to the Motor Trades Luncheon Club of Manchester recently. To illustrate his point, he suggested that the advent of power steering made possible the elimination of the steering column—a great source of danger in accidents—and even that of the steering wheel.

Two current styling trends came in for comment; he wondered if the camouflage dangers of two-colour pastel shades had been considered, and how soon it would be before the hoods of head lamps became a dangerous projection within the meaning of the Construction and Use regulations. Surely, he asked, the elimination of upward rays from head lamps was the job of the lamp designer?



THE LOS ANGELES International Motor Show ended on Sunday: photographed at the British Motor Manufacturers' reception are (left to right): Mr. D. Morren, representative of the British Motor Manufacturers in North America; Mr. C. Dixon, President of the Los Angeles Motor Car Dealers' Association (organizers of the Show); and Mr. H. C. Gillett, British Consul General in Los Angeles

## Recent Road Tests

THE following is a list of road tests carried out by *The Autocar* during the past six months; this list is published in the last issue of every month.

- June
  - \*1 B.M.W. 501
  - \*8 Packard Clipper Custom
  - \*15 Ford Consul II
  - \*22 Austin A.105
  - \*29 Simca Elysee
- July
  - \*6 A.C. Aceca
  - \*13 Rover 60
  - \*20 Ford Taunus 15M
  - \*27 Hillman New Minx
- August
  - \*10 Riley Pathfinder
  - \*31 Standard Vanguard Sportsman
- September
  - \*7 Volvo PV 444
  - \*14 Morgan 4-4 Series II
  - \*21 Jaguar 2.4
- October
  - \*5 Armstrong Siddeley Sapphire 234
- November
  - \*2 Austin-Healey 100 Six
  - \*9 Singer Gazelle
  - \*16 Renault Dauphine
  - \*23 Saab 93
  - \*30 Lotus 11 Le Mans

\* Reprinted among the 33 tests contained in *The Autocar Road Tests of 1956 Cars*, which is obtainable, price 7s 6d, from newsagents and booksellers, or from the publishers at Trade Counter, Dorset House, Stamford Street, London, S.E.1.

## ROAD UP

THE following list of major roadworks in Britain has been prepared by the Royal Automobile Club. At most of the points quoted single-line traffic is in operation.

**West Country**  
A379.—Scaffolding obstructing roadway at Yealmon (Devon).

A387.—Road closed to traffic at St. Martins, Looe. Diversion in operation.

A381.—Heating and planing at Kingsteignton (Devon).

**Southern England**  
A4.—Reconstruction in Deanery Road, Bristol.

A303.—Road widening and resurfacing at Zeals (Wiltshire).

A217.—Road widening at junction of Bell Street and Lebourne Road, Reigate (Surrey).

A25.—Road widening at Worship Hill, Riverhead (Kent).

A283.—Road reconstruction between Petworth and Northchapel (Sussex).

A24.—Resurfacing at South Street, Epsom.

**Midlands**  
A47.—Sewer laying at Longthorpe between Peterborough and Leicester.

A4123.—Resurfacing of Birmingham Road, Wolverhampton.

A38.—Superelevation work at Severn Stoke (Worcestershire).

A449.—Reconstruction  $\frac{1}{2}$  mile north of Prestwood (Staffordshire).

A12.—Installation of traffic lights on Ipswich bypass at junction of London and Norwich roads.

**Northern England**  
A1.—Road widening at southern outskirts of Darlington.

A1.—Reconstruction of Sinderley Bridge (Yorkshire).

A1.—Reconstruction of Mill Bridge, Doncaster. Diversion in operation.

A62.—Strengthening of Fall Lane Bridge, Marsden (Yorkshire).

**Scotland**  
A90.—Bridge reconstruction in Broad Street, Cowdenbeath.

A68.—Renewing culvert  $1\frac{1}{2}$  miles north of Lauder (Berwick).

A238.—Resurfacing for four miles at Loch Merikland (Sutherland).

A68.—Renewing culvert  $1\frac{1}{2}$  miles north of Lauder (Berwick).

A78.—Cable laying between Kilwinning and Saltcoats (Ayr).

**Wales**  
A474.—Road slip at Garnant Hill, Gwaun-cae-gurwen (Glamorgan).

A457.—Major improvements at bridge in Cleirgy between Haverfordwest and St. Davids.

A40.—Roadworks in Priory Street, Carmarthen.

A5182.—Reconstruction work in Farrar Road, Bangor.

A474.—Road reconstruction between Rhydyfro and Cwmgorse.

A55.—Resurfacing east of Abergelley (Denbigh).

## Loan for Simca

AMERICA'S export-import bank has signed an agreement to provide a loan of £7,100,000 to the French Simca company for the purchase of machinery and equipment to expand its factory in France.

## Parliamentary

IT is expected that the petrol rationing Order will be debated in the House of Commons next week.

No mention has been made in the new session of Parliament about the forthcoming White Paper on vehicle testing. Mr. Watkinson did announce, however, that he hoped to circulate his proposals to local authorities and other interested bodies shortly.

The Samuels parking committee report has been submitted to the Minister. As meters will come in under the Road Traffic Act from January 1, 1957, Mr. Watkinson is hoping that some Inner London authorities will present schemes in the near future.

## MIRA AND THE MINISTER

GUEST of honour at the luncheon of the Motor Industry Research Association at the Dorchester Hotel, London, on Wednesday, November 21, was the Minister of Transport and Civil Aviation, Mr. Harold Watkinson.

He was introduced by the President, Sir Henry Spurrer, who hoped Mr. Watkinson would visit MIRA—if possible by road! He said that Lindley, during the past 12 months, had tested several foreign cars and detailed, factual reports had been made available to British manufacturers so that they might draw their own conclusions.

Sir Henry referred with regret to the reduction of £20,000 made this year in the grant to MIRA by the Department of Scientific and Industrial Research. This, he said, was a grave mistake; at a time of trade recession some reduction had to be made in costs but it was wrong to cut expenditure which improved the breed. He added that he hoped also that the present fuel problems would not be made an excuse for holding up road improvements.

Mr. Harold Watkinson, replying, said that road building followed a four-year

cycle, and it was now three years since the present scheme was announced. He would spend all he could on road improvements, but expense on roads must be considered against other national needs and the total of money available.

On the subject of fuel rationing, the Minister said that if U.N.O. would live up to the resolutions it had passed in New York the Canal would be cleared more quickly than many people thought. Petrol rationing had been tailored to a short-term scheme. Discussing other implications of fuel rationing, he said that more goods would have to go by rail for the time being. He also mentioned that there should be pooling in road transport and return load arrangements.

Lord Brabazon, who proposed a vote of thanks to the President, said Sir Henry Spurrer should have M.M. after his name, standing for Master of MIRA. He had given the concept of the association enthusiastic support from the very beginning, when it had been difficult to get firms to subscribe. Lord Brabazon thought that the future of the British motor industry depended very greatly upon the use which was made of MIRA facilities.

## NEWS AND VIEWS . . .

## RATIONING PROCEDURE

**F**OLLOWING the statement about petrol rationing in *The Autocar* last week, it is now possible to outline more fully the workings of the proposed system, and to answer some of the questions which already are being asked.

The allocation of petrol is calculated on engine size as recorded in the vehicle log book. It is not possible to generalize, but in most cases the engine is described in terms of horse power on the old R.A.C. system on cars registered before 1947; on cars registered thereafter the more informative range of cubic capacity is used. Issuers of petrol coupons are only able



SOME OF the lean ration books which come in various colours and sizes according to engine capacity or rated h.p. At the top is one of the sought-after supplementary coupons

to allocate coupons according to the log book entry, and the rate is as follows:—

H.P.	C.C.	Galls per month
Up to 9	Up to 1,100	6
10-13	1,101-1,600	7½
14-19	1,601-2,400	9½
20 and over	2,401 and over	10½

Obvious anomalies arise from this use of engine capacity and horse power rating, and the motoring organizations are understood to be approaching the Ministry of Fuel and Power for clarification. However, it is difficult to see the way to a simpler formula. To be really fair the impossible task of relating fuel consumption expectations of all vehicles would have to be included. The difficulties of asking Post Office employees to calculate engine capacities for particular cars can well be imagined. The formula for calculating R.A.C. horse power rating is  $D^2N$  divided by 2.5, where D is the cylinder diameter in inches, and N the number of cylinders.

The rationing period is from December 17 to April 17, 1957, so that books will contain petrol coupons for four complete months, which may be used at once, or progressively. If a further period after April 17 is authorized—which it is hoped will not be necessary—then it is unlikely that coupons unused in the current initial period may be carried forward to the second. But so far there has been no statement on this.



THE MINISTER of Fuel and Power, Mr. Aubrey Jones, holding some of the coupons—which are little changed from previous issues

It has been said that ration books will not be issued after December 8; the true position is that after that date they will not be issued by Post Offices, which will be beginning to tackle the Christmas overload of mail, but they will continue to be available from local taxation offices after that date.

Petrol coupons are obtainable from now on as above from Post Offices which issue licences, and from local taxation offices, on presentation of the car's log book. Motorists are advised to apply early.

It has been stated that there will not be any prosecutions for the misuse of petrol coupons, but under the petrol rationing Order it will become illegal to use "special boiling spirits, white spirit or rubber solvent in motor vehicles. The use of kerosene in motor vehicles other than farm tractors (and similar vehicles) will also be illegal." The Order adds that transfer of coupons will be illegal unless vehicle ownership changes.

Commercial vehicles are rationed under a separate scheme. Applications for

supplementary petrol (for doctors, nurses and other essential needs) should be made to the Regional Petroleum Officer. Local Post Offices will provide the necessary application form PR1 and address.

Driving schools will not be supplied with supplementary petrol, and supplies to taxis and car hire firms will be reduced by one-third. Public transport omnibus services will be reduced slightly, and long-distance coach services will be cut by half.

At present it is not intended to revert to "pool" petrol. Branded spirits should continue to be distributed, and premium grades will be available. However, it is announced that the recently introduced 100 octane fuels will not be obtainable.

The expected reduction in petrol and oil supplies to the U.K. is 25 per cent, so that it is interesting to note the present distribution of oil products shown below; private transport consumes a relatively small proportion.

#### U.K. Oil Consumption for 1955 in millions of tons (approximate):—

User	Quantity
Aircraft	1.7
Cars and Motor Cycles	3.0
Other petrol users (mainly goods vehicles)	3.2
Diesel-engined road vehicles	1.6
Kerosene for burning and vaporising	1.4
Gas, diesel and fuel oils	7.5
Lubricants	0.9
Bitumen	0.9
Other Uses	0.9
<b>Inland Consumption</b>	<b>21.1</b>
Bunkers for ships	4.7
Refinery consumption	2.1
<b>Total</b>	<b>27.9</b>

#### Distribution in percentages of the total:—

User	Percentage
Cars and Motor Cycles	10.8
Other petrol users	11.5
Gas, diesel and fuel oils	26.9
Bunkers for ships	16.8
Remainder	34.0

These figures have been supplied by Shell-Mex and B.P., Ltd.

## OVERSEAS REACTIONS

**F**OREIGN governments have responded to the present shortage of petrol in different ways, and restrictions vary considerably from one country to another. There have also been reports of black marketeering and major price increases.

Government officials in France indicated that an announcement on the possibility of petrol rationing would be made before the end of this week. More than 90 per cent of petrol stations in Paris closed last week, and the few that remained open rationed motorists to one or two gallons. A six days' supply of petrol was sold in two days, and petrol has been sold on the black market at 14s a gallon.

Officials in America are unwilling to estimate when the United States will take action to meet the international oil emergency.

In Holland the government has banned all private motoring on Sundays in the first move to cut consumption by 15 per cent.

The Syrian government has refused a request from the U.S. ambassador to allow oil to start flowing again from its territory in order to help the European economic situation.

The *Autocar's* correspondent in Sweden states that from November 15 all weekend pleasure motoring was prohibited from 6 p.m. on Saturdays to 5 a.m. on Mondays. Garages have been asked to reduce sales; of Sweden's 730,000 cars only some 30,000 are permitted on the roads at the weekend.

Bans on Sunday motoring have also been made in Switzerland; but the Swiss Touring Club has stated that if the petrol shortage continues it would be more practicable to introduce rationing. Newspapers in Italy state that Italian motorists are crossing the Swiss border in large numbers to buy petrol; similar reports have come from the Swiss-French border. Because of supply and transport difficulties petrol rationing until the end of the year has been introduced in Poland. Shortages are denied in Spain, but there have been long queues of cars waiting at the few garages which remained open; customers had to wait for as long as 2½ hours for service, and some garages would only serve taxis, and diplomatic and foreign cars.

The Israeli government is to introduce a tax of 3s 4d a gallon on petrol as a first measure towards covering the cost of the Sinai Desert campaign. In Germany it has been announced that no plans to ration petrol are envisaged at the moment, but that some price increases must be expected. A ban on Sunday motoring has also been made in Belgium; cars of the Royal Court, M.P.s, police, doctors and journalists are exempted from the order.

The Automobile Association has set up a special Petrol Advice Bureau to answer questions from members concerning rationing and restrictions in this country, Western Europe and Scandinavia. The Bureau will give advice and assistance to members in difficulties over rationing.

# ECONOMY MOTORING AGAIN

*Immediate Measures for Motoring Farther  
on the Basic Ration*

**I**T is but six years since wartime petrol rationing came to an end, yet again we must consider means of making a basic ration go farther. Oil supplies, upon which so many human activities depend, are constantly threatened by politics, and it would seem that the techniques of economizing in the use of petrol might well become a desirable item in the repertoire of prudent motorists, particularly in bedevilled Europe.

Many readers already will have practised the art, but others have begun motoring in the inter-rationing period and it is mainly to them that these remarks are addressed, although the "old hands" may appreciate a reminder.

The greatest saving can be made by adopting the correct approach to driving, remembering that economy can be obtained primarily at the expense of performance. Forget about high cruising speed and flashing acceleration; rapid depression of the acceleration pedal must be avoided, particularly in cars which have an accelerator pump incorporated in the carburettor. It is a help to imagine that there is an egg between your foot and the pedal, to encourage development of the light and sensitive touch required.

When accelerating from rest, change up early to avoid high engine revs, but not so early as to demand a large throttle opening to gain speed. When your chosen cruising speed is reached, maintain it on the smallest throttle opening. On a gently undulating road, speed should be allowed to build up on a downgrade so that the momentum gained will assist in climbing the following rise without increased throttle.

Here, then, is the crux of the matter—smoothness in all movements, a steady right foot and as little use of the brakes as possible. Application of the brakes means destroying momentum which has to be restored by using more petrol. In normal motoring violent braking, except in an unforeseeable emergency, is a hallmark of bad driving and it indicates failure to anticipate traffic movements ahead. The need for watchfulness is of even greater importance in economy driving. By starting to reduce speed well in advance, what appears to be a likely check at traffic lights, for example, may become a straight run through with no braking or down change required. An indication of how effective are your methods can be obtained by keeping a count of how many times you have to change gear or apply the brakes on a regular journey.

By taking these measures only, an improvement in fuel consumption of at least 20 per cent should be obtained from most cars. A further substantial improvement can be sought by coasting wherever possible. Owners of cars equipped with a free-wheel or which have a free-wheel incorporated in an over-drive unit are particularly fortunate, for merely releasing the accelerator on a downgrade is all that is required, although the overdrive free wheel operates only below 26-30 m.p.h. Others must de-clutch and move the gear lever into neutral, but care should be taken during a long descent not to overheat the brakes. It should be remembered that under such conditions, especially in winter, the engine cools quickly, and subsequently fuel must be burnt in restoring the working temperature.

Considerable distances can often be covered by coasting; the engine when idling is on a rich mixture, and fuel can be saved by switching off the ignition. This is not a practice that we can recommend, however, for a dead engine can be a source of embarrassment in an emergency. A further disadvantage of coasting, particularly at night, is the reduced battery charging which accompanies it.

Running in neutral for distances of perhaps no more than a few hundred yards should be avoided. The reason is clear when it is realized that in order to re-engage top gear it is necessary to increase engine revs, which means a depression of the accelerator and a spurt of fuel from the jets. If the coasting distance has been short, this may use more fuel than was saved, and it would impose an excessive load on the synchromesh cones if they were repeatedly called upon to accelerate the engine for gear engagement without assistance from the accelerator.

Every opportunity to switch off the engine when the car is stationary will help, for example when checked for longer than usual at traffic lights in our congested cities.

Motorists who are accustomed to using lower grade fuels would be well advised to consider a change to premium, whether the engine demands it or not. Easier starting in very cold weather and the improved engine flexibility obtained are likely to be reflected in more miles per gallon.

Driving for economy is not easy, for considerable effort and concentration are required to achieve the best results. Perhaps not the most pleasurable form of motoring, it nevertheless gives

Competitors in petrol economy tests are fully aware of the importance of conserving engine heat as much as possible



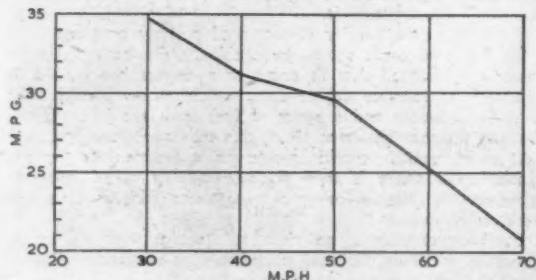
## ECONOMY MOTORING AGAIN . . .

great satisfaction to discover the improved m.p.g. figure which is enabling one to keep on motoring when others have come to the end of their "basic."

The most conscientious economy driver cannot expect to get good results if the linkage between accelerator pedal and throttle is sticky and has a jerky action. All joints should be oiled and examined to ensure that there is freedom of movement.

A positive stop to limit accelerator pedal movement is not recommended, for it is essential to be able to open the throttle fully in an emergency. A great asset, however, is to have some means of steadying the right foot when on the accelerator. All too often the pedal is isolated from anything that can give support to the side of the sole, without which sensitive control is very difficult and can be a source of strain and discomfort. When necessary, support can be provided by securely fixing a metal or wood rubbing panel vertically beside the pedal.

What can we do to our cars readily and quickly to improve fuel consumption? All measures aim at reducing resistance to motion. By motoring more slowly, air resistance is lowered, but rolling resistance is present at any speed and here tyre pressures are important. Deflections of the tyre walls absorb energy which is converted into heat. This energy comes from the car's motion and, therefore, from the burning of fuel. There is the progressive flattening at the tread and bulging of the walls as successive sections of the circumference support the weight,



A graph compiled from average fuel consumptions at steady speeds for a number of current medium size cars shows the saving that can be obtained by limiting performance

and other deflections are caused by passing over road irregularities. They can be reduced by increasing tyre pressures above the recommended figures. These should be raised by at least 5 lb sq in; riding comfort may or may not suffer in the process, depending on the suspension characteristics of the car, but this is less important when economy is the aim.

Wheel balance is another factor, perhaps of lesser importance in view of the low speeds envisaged, but nevertheless deserving of attention. The tyre valve can cause unbalance which increases rolling resistance; a garage with wheel balancing equipment can weight the rim to counterbalance the valve.

Other resistance to motion is made up of losses in the gear box, propeller shaft bearings, rear axle and hub bearings. It is not recommended that a thinner oil than that specified by the manufacturers should be used in gear box and rear axle to reduce churning losses, neither should a substitute for grease in the hubs be considered, for the seals cannot be expected to keep oil in.

Although an obvious precaution, it is as well to ensure that no brake shoe is permitted to rub the drum, however slightly, when the brakes are off. Check by jacking up the car and spinning each wheel in turn.

Maintaining the correct engine water temperature during running can make an important contribution to economy motoring. In winter it is likely that the engine is being overcooled, especially as most post-war cars have been designed with cooling for overseas conditions in mind. Generally the engine should operate at as high a temperature as possible, short of actually boiling the coolant. A thermometer—even the rather vague instrument fitted to many cars—is a most useful guide, and is almost essential if a radiator blind is to be used to regulate the temperature.

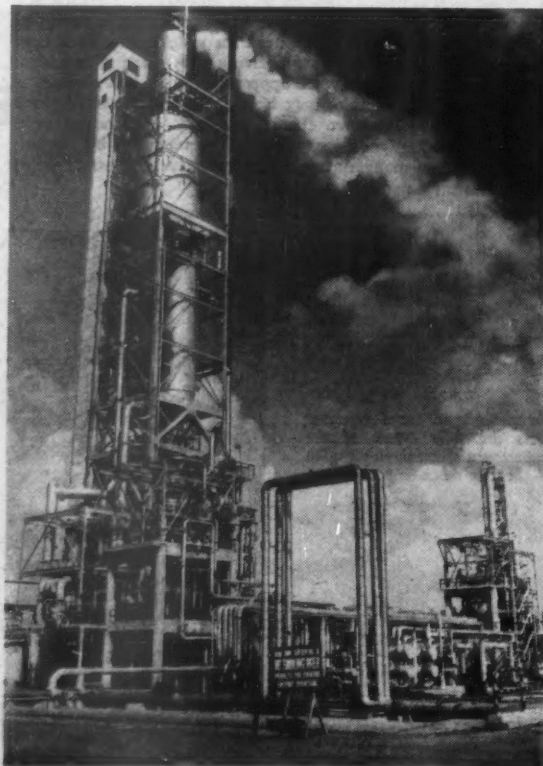
Thermostatically operated shutters are rare these days and therefore a blind operable by the driver is a great advantage. It also enables a quick warm up from cold to be made with less use of the choke, and helps in the retention of heat when the car is parked. A muff can serve the purpose, but with less convenience and accuracy of control. A piece of cardboard which blanks off the lower part of the radiator will also assist in raising the running temperature.

The individually driven fan on some older cars can be immobilized by removing the belt, but this must not be attempted if other components are driven from it—as on most cars—for obvious reasons. Incidentally, most water circulating pumps will prevent thermo-syphon action if they are not being driven. The removal of a pair or all the blades from a fan reduces or eliminates a source of power loss, but care should be taken to ensure that balance is not destroyed and that overheating does not take place in heavy traffic. These remarks about fans should not be interpreted as applying to air-cooled or rear-engined cars, in which the fan is a vital part of the cooling system.

As the full performance of the car is not being used, it should be possible to advance the ignition slightly without bringing on detonation. Naturally all efforts will be of no avail if the mechanical condition of the car is below standard. All chassis bearings and leaf springs should be thoroughly greased. Check the fuel pipes for stains, which can indicate weeping from loose or badly fitting unions. Ensure that the air intake filter is not choked, and clean it if necessary. An erratic ignition system is a common cause of heavy fuel consumption. Fouled plugs, incorrectly gapped, cracked high-tension leads, pitted contact breaker points, cracked or dirty distributor head—all can lead to ignition inefficiency. Check that the centrifugal advance and retard mechanism in the base of the distributor works freely. It should be possible to rotate the contact breaker cam relative to the distributor by turning the arm with the fingers.

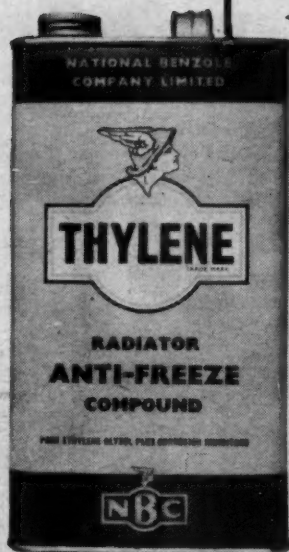
In next week's issue, carburettor tuning for economy will be described.

*It is likely that refineries will continue to produce premium spirit so that the additional problems of running high compression engines on low octane petrol do not arise as occurred in the last emergency*



**"600 miles North  
of the Arctic  
Circle ...**

**complete  
confidence  
thanks to**



When best-selling author Richard Pape drove the 17,500 miles from 'Cape Cold to Cape Hot' in his Austin A90 Westminster—he made motoring history! This pioneer drive, through extremes of cold and heat, was a triumph for British engineering—and a triumph for THYLENE, the complete anti-freeze which protected Richard Pape's car in the frozen North. Upon his return to London, Mr. Pape wrote this testimonial to the National Benzole Co. Ltd., producers of Thylene . . . "the anti-freeze used in the car first from Cape to Cape was Thylene in Lat. 71° 20 minutes North, some 600 miles North of the Arctic Circle. No trouble whatsoever, starting every time. No argument about its superiority . . ." A testimonial worth having from an author-adventurer whose latest book "Cape Cold to Cape Hot" (Odhams) is certainly worth reading. It will thrill every motorist.

**THYLENE** *the complete* **ANTI-FREEZE"**

**— sold wherever you see this symbol**

A product of National Benzole Company Ltd. (The distributing organisation owned and entirely controlled by the producers of British Benzole)



# NEW CAR-SLEEPER EXPRESS

# BOULOGNE-LYON

*3 times a week next summer*



A new car-sleeper service between Boulogne and Lyon will be introduced by French Railways next summer. Cars will be carried on the same train as passengers, who will all be provided with a sleeping berth (couchette or wagons-lits).

By using this service both ways, motorists can avoid the strain of driving nearly 900 miles on unfamiliar roads — and will also save valuable time.

For the conveyance of the car and two passengers, fares (including couchettes) are from £28 return. Against the cost can be offset a considerable saving on petrol, oil and hotel bills.

## FRENCH RAILWAYS

179 PICCADILLY, LONDON, W.1.

### DEPARTURES

**From Boulogne :** Every Sunday, Tuesday and Friday from June 2 to Sept. 27.

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**Fifty Years of Brooklands**, by Charles Gardner. Published by William Heinemann, Ltd., 99, Great Russell Street, London, W.C.1. Price, 25s.

In the memory, the lazy sunshine of a summer's day was always warmest at Brooklands, the smell of Castrol R sweetest, the exhaust noises most stirring and the racing most exciting. It may be distance's accredited power of lending enchantment, or absence's similar tendency to make the heart grow fonder—or, plain and simple, that we were all younger—that makes memories of Brooklands so pleasant. Charles Gardner's book revives all these thoughts, the smell, the excitement, and almost the warmth of the sun.

Though but half the book is devoted to the motoring activities at Brooklands (the other dealing with the flying) it is packed with history and fact—the first British Grand Prix, held on the track in 1926 and won by Senechal and Wagner in a Delage; the big races for which Brooklands became famous—the Double-Twelve, and the 500; memories of Freddie Dixon, who died so recently, and his aluminium Rileys; the record attempts, no longer possible in this country as we have no suitable circuit, and so on. For fifty years history was made on the track which now lies part-covered with trees and buildings, and forgotten by all but those who knew it well.

It is excellent that a further book should have been added to the list of those already existing about the track—all too few. As motorists we can only regret that the whole of the book could not have been devoted to the track, and another volume written about the flying side. A review of this section of the book will appear in our associated journal, *Flight*.

**The Racing Car—Development and Design**, by Cecil Clutton, Cyril Posthumus and Denis Jenkinson. Published by B. T. Batsford, Ltd., 4, Fitzhardinge Street, Portman Square, London, W.1. Price, 25s.

Far from "whetting the reader's interest and appetite to the extent of tackling Pomeroy's magnum opus (*The Grand Prix Car*, volumes 1 and 2)"—as the authors humbly suggest in their preface—this book is a *magnum opus* in its

## Books of the Sport

own right, though perhaps also a *multum in parvo*. It is, naturally, less embracing, and less technical, but provides pleasant and absorbingly interesting reading rather than setting out to be a work of reference. There the comparison ends—anyway, the authors started it, not the reviewer.

The periods are divided as follows: 1895-1915, Cecil Clutton; 1919-1933, Cyril Posthumus; 1934-1956, Denis Jenkinson. The reason for this subdivision of the work is because it was not possible to find somebody to undertake the lot. The result is better, possibly, than if one man had tackled it; each author is particularly well qualified to write about his own particular period, and anybody who studies the book closely will obtain a complete and profound knowledge of motor racing history. It is well illustrated with both photographs and drawings—the latter unfortunately varying somewhat in quality.

**Load Pedal**, by Raymond Groves. Published by *Autosport*, 159, Praed Street, London, W.2. Price, 3s 6d.

The drawings by this artist, which appear regularly in our contemporary, *Autosport*, never fail to amuse. His knowledge of his subject is great, which adds authority to the work, and his ability to see funny situations in all branches of motoring sport seems to be unbounded. The drawings really are very funny, and there are 55 of them. He pokes unmerciful—but never unkind—fun at drivers and all connected with motor racing.

**Mercedes-Benz**, by S. C. H. Davis. Published by Frederick Muller, London. Price, 16s.

Written in "Sammy" Davis' extraordinarily refreshing and enthusiastic style, this history of the Mercedes—and later, the Mercedes-Benz—company amounts almost to a history of motoring sport. The historical facts are backed up by a wealth of detail and personal experience gleaned in "Sammy's" long association with the sport and industry. Few people currently writing about motor sport have anything like his first-hand experience from which to draw, and his accounts of the inter-war races read with tremendous authority.

Nuvolari's remarkable and historic win of the 1935 German Grand Prix in the Alfa Romeo against the combined might of Mercedes-Benz and Auto-Union is recalled vividly. Though the racing side of the Daimler-Benz company's activities forms the major part of the book, S. C. H. D. goes to some detail into the history of the company and explains the origin of the three-pointed star, which it is likely few people know:

"There is probably no form of locomotion powered by an internal-combustion engine that Daimler, or Benz, or Daimler-Benz, has not built. Trucks, lorries, ships, trains, aircraft and airships have all been provided with power. Daimler's original and imaginative dream of his engine being

used in the air, on the earth and in the water had come true, and had justified the three-pointed star badge which he had created."

**Motor Racing Management**, by John Wyer. Published by John Lane, the Bodley Head, Ltd., 22, Little Russell Street, London, W.C.1. Price, 18s.

To the student of motor racing, the background story to the management of any team must be interesting—for that is the side of racing which very few are permitted to see. It is rarely, however, that one has the opportunity to read the background story of one of the most successful teams of sports-racing cars of the day, told with the unlimited authority of its team manager. Perhaps team managers cannot, as a rule, write; or, more probably, they have not time to do so—either way, it is a pity that they tell of their work so rarely.

Without drama, and in a crisply dry-humoured, often cynical manner, John Wyer recounts the planning, the worries and tribulations, the hours of toil, the training and the pit management that lie behind the brief but glorious moments of a win—or the bitter disappointment when the cars do not, perhaps, last the distance. The methodical efficiency of the Aston Martin pits has impressed regular racegoers in recent years. The system and inner workings of all this are fully described; in the chapter "Race Control, Strategy and Tactics," he tells of his methods, citing specific races as illustrations. His somewhat out-of-hand condemnation of the lap chart has occasioned surprise among many hardened lap-scorers, though the reasons behind this opinion are easily understood for they generally do their lap-scoring from the stands facing the pits, whence it is easy enough; from a busy pit, uninterrupted concentration is a difficult matter.

John Wyer writes, "To any aspiring team manager, I hope it (the book) will not prove too depressing and that it may eliminate for him much of the labour which for me has been unavoidable." To any keen spectator it will tell the incredibly interesting story of what goes on behind the drama he witnesses on race day.

**Maintaining the Breed**, by John Thornley. Published by Motor Racing Publications, Ltd., 13, Conway Street, Fitzroy Square, London, W.1. Price, £1 1s.

Originally published in 1950 and reprinted in 1951, this latest edition has been revised, brought up to date, and brought down from its original 8½ x 11 in to the more conventional book size.

The book traces the life history and genealogy, design and development of the M.G. car from the original "Old Number One" up to the current M.G. A. The illustration of the original car is erroneously captioned "Mark IV." The start of it all. Typical of the amusing way in which much of the book is written, John Thornley has inserted an erratum slip which reads: "Oh dear! Something has gone wrong. Clearly Plate 1 is Old Number One and NOT a Mark IV."

Profusely illustrated with photographs, power curves and even a "family tree" of the various M.G. models, the book is extremely interesting and a valuable historical record. The technical specifications of all M.G. models are of great service to those who acquire the older models.

# DO ROUND AUSTRALIA TRIALS SERVE ANY PURPOSE?

By HARVEY JOHNS

**A**LTHOUGH the five trials held in Australia since 1953 have all been called Round-Australia Reliability Trials, not one of them has been truly such a test. In the first this year, sponsored by Ampol Petroleum, Ltd., only 33 cars out of 114 starters completed a 6,500-mile route. In the Mobilgas event covering 8,745 miles, the percentage was a little better—32 out of 84 starters arrived back in Sydney within 24 hours of the official ending.

In reality, all five trials have been speed and, sometimes, navigational trials. Whether secret or open time controls were used, and whether drivers thought the speeds reasonable or excessive, in every trial the winners were the cars covering the distance in the shortest possible time. The only exception could have been the 1955 Redex trial which, although ending in a shambles, had the right idea when it stipulated that cars should be penalized at the end of the trial for damage incurred *en route*. But the rules to this end were so badly framed that the trial ended with more bitterness and dissatisfaction than any other.

This year drivers had to cover set distances within fixed time limits—and it didn't matter how they got there. In one event, a driver had a rear axle and other parts dropped from the air and still continued in the trial, and in the other, one car was actually clocked in at one control and still left in the running, after being towed 150 miles and having previously had a new engine and front end fitted.

In fact, even had the cars been sans brakes, sans gears, sans everything, and had been towed across the finishing line on time ahead of any other cars on points lost, they would still have won...! Is this reliability?

Australian organizers, then, are faced with the question "What should be done in the future?"

First, I think a trial should not be routed through roads so flooded and boggy that the winners, as they said them-

selves, succeeded primarily because of practice in deditching before the event. Although well organized from the driver's point of view, even the Mobilgas trial set far too high average speeds over some sections, occasionally requiring drivers to exceed the speed limits of certain States, and forcing a higher pace than was desirable if reliability was the real test. Quite within the rules, and with the thoroughness of a racing team, Volkswagen ensured that the remarkable performance of their cars would be maintained by organizing servicing and repair facilities all the way around the route; and this kept the cars in tip-top condition. Their efficiency paid handsome dividends, with five cars placed in the first ten of the Mobilgas trial, including three of the first four placings.

Of many suggestions that have been made regarding improvement of the regulations, perhaps the most important is that made by the F.I.A., announced at the close of the Mobilgas trial. In setting aside a date for a Round Australia event between August 22 and September 8, 1957, they stipulated that next year's event was to be more of a rally than a trial. This would mean that probably the pace would have to be slackened, and that drivers living in distant States would not, as has been the case so far, have to cover over a third of the route before crossing the starting line. Psychologically, the starting and ending of trials in Sydney has caused much dissatisfaction in other States, and they have quite a strong case for demanding that future events should be rotated between the main capital cities of Australia.

If the rally consists of a marathon run followed by braking and acceleration tests, and a stiff elimination run based on navigation and the like, both reliability and driving will be tested in the fairest way. Another suggestion, that drivers only may make repairs, and that these be limited to minor breakdowns, is also worthy of consideration.

Trials held up to now have achieved two main objects. Internationally, they have placed Australia on the map of motor sport, and have shown the world that Australians could drive ordinary stock cars in the longest and most grueling race in the world today, maintaining a small percentage of cars which got round in times which even the organizers considered were impossible.

The second achievement has been that the trials have been organized in such a manner that any man who could get a car and who owned an ordinary driving licence, could enter without any of the special equipment and other appendages needed for track racing. Driving in these events requires prowess which is quite different from any of the specialized techniques needed on track or other shorter events. In the last Mobilgas trial most of the leading racing drivers came to grief, but all the first three drivers previously have driven in Round Australia Trials, and achieved some success. In other words, the Round Australia Trials have become a national sporting event and have shown that in their own type of trial, Australians are drivers *par excellence*.

Although the holding of two trials within a month this year did much to lose both events the publicity that the previous Redex trials obtained, and although the holding of the Ampol trial is still a subject of much ill feeling, the conception and running of these events has done more than anything else to awaken the Australian public to the other forms of motor sport being held all over the continent.

If a tolerant attitude is adopted, and the first five attempts are regarded as teething stages of a great idea, there seems no reason why, in time to come, the Round Australia event should not become a permanent date on the F.I.A. calendar, and attract as much overseas interest as the Pan American Road Races, the Targa Florio and the many other similar events held throughout the world.

## Justification for B.M.C. Expansion Schemes

**I**N his statement to be submitted to the fifth annual general meeting of the British Motor Corporation next month, the chairman, Sir Leonard Lord, says that the conditions under which the corporation has been conducting business have changed radically during the past year and, coincident with a 5 per cent increase in the output of the factories, a considerable decline in profits has been experienced. He adds: "When we came at last to the difficult and regretful decision that redundancy was unavoidable, the majority of the employees faced the situation with understanding and loyalty, for which I now wish to express gratitude."

He states that with the present political and economic uncertainties it is neither easy nor wise to predict the course of events or B.M.C.'s place in them; selling is again subject to seasonal demand, upon which are superimposed restrictions aimed at reducing home consumption.

"In the circumstances," he continues, "we may ask whether we have been wise in embarking on a programme of further development. Even though, for the time being, we are prevented from making the fullest use of improved production facilities, I have no doubt as to the wisdom of the policy of providing them."

"Never in the past has our industry in general, or we in particular, been wrong in pursuing a policy of expansion. All previous advances in productive capacity have been quickly justified."

### "Fine Reputation"

At a luncheon this week in celebration of the opening of a new B.M.C. exhibition hall, the President of the Board of Trade, Mr. Peter Thorneycroft, was unable to attend, and his place was taken by Mr. A. R. W. Low. Mr. Low said that the British motor industry was imbued with the spirit of "hitting back at its com-

petitors under difficult circumstances and at anyone, not excluding governments, who seemed to be doing it down." He said that he had told the Chairman, Sir Leonard Lord, when he returned from Western Canada six weeks ago, that B.M.C. cars had a fine reputation in that very critical market, but they had some hostile critics.

Mr. G. W. Harriman, deputy chairman and joint managing director, said that B.M.C. were the people to fight back, but it was difficult to do so with one's hand tied tightly behind. Referring to the £25 million expansion scheme at B.M.C., which had only been embarked upon after deep thought, he said it was based on an 80-hour schedule of day and night shifts; £15 millions would be spent on machinery and equipment, £2½ millions on building and amenities, and £7 millions in Australia. By the end of 1957 a thousand vehicles a week would be produced in Australia.

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You try the brakes—just a gentle touch—and you feel them bite and hold. Then comes an emergency and your foot goes down, but no real pressure is necessary—just one quick, easy movement and the car stops in a dead straight line—no jerks, no jars, no judders and, as you come to rest, the clutch automatically disengages—you *cannot* stall the engine, and there you are, ready to pull away again, without bother—back to the eighties, back to the smoothest, safest car glide you've ever enjoyed.

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## HORSE SENSE- OR NONSENSE?

**I**F I had been told that a rather well-got-up booklet entitled *The Horsepower Story* had been written by a lawyer it would have caused no surprise, for the contents are as good a defence of a doubtful client as could be imagined. But no lawyer was involved, for the booklet emanates from the engineering division of the Chrysler Corporation of America.

It sets out to justify the tremendous rises in developed power that have taken place in car engines in America of recent years, where maximum outputs in the neighbourhood of 300 b.h.p. are almost commonplace. Perhaps Chrysler felt that something of the sort was called for, especially when the American industry is under fire for building too much performance into its products, as it is from State governors and from road safety organizers.

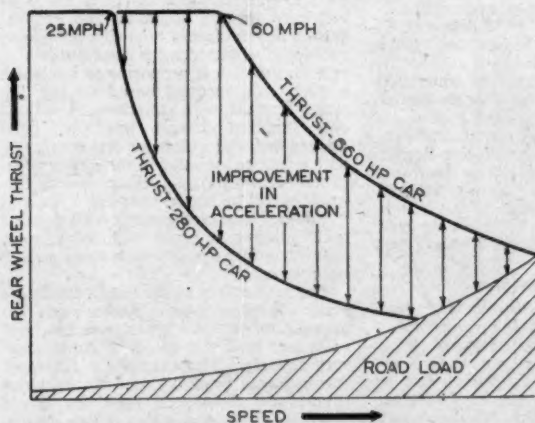
The thesis is plausible: horsepower has been increasing ever since cars were invented, and greater power is part of the process of improving the vehicle. When the opportunity came just after the war for a complete redesign of engines, American engineers knew from past experience that car owners would want more power, greater performance, fuel economy and longevity of engine. They settled on V-eights, in which the inherent possibilities for power increase are substantial; the V-eights proved popular with buyers, therefore power rose rapidly.

This is just a little too plausible, though. Horsepower has certainly been increasing since cars were invented, but in Europe, at any rate, once a reasonable figure was reached the tendency of engine designers has been to reduce the size (swept volume) of engine. Not many British engines exceed 100 b.h.p., only a third of the top American figures. Greater power for a given size is part of the process of improving a vehicle, but greater power *per se* can be justified only if it spells greater efficiency.

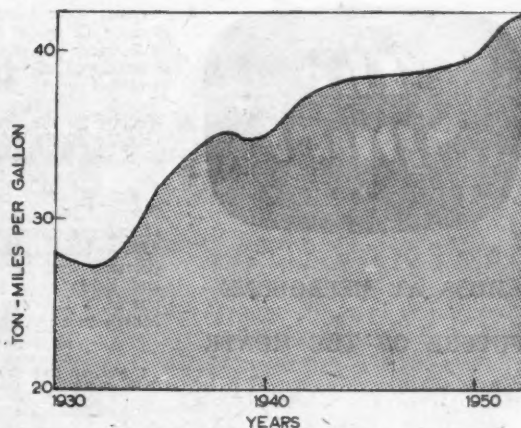
It is also a little doubtful if the car buyer pursues power and performance purely for their own sakes; there are many car owners in Britain today, for instance, who could quite well afford Jaguars but who are content with a Wolseley Four Forty-four; there is no search for power and performance to the exclusion of all else in this type of purchase. Many Americans buy Nash Ramblers and Metropolitans, not to mention European cars. They, too, seem less than power-thirsty.

Fuel economy and longevity are certainly every motorist's goal, but spectacular developed power is hardly the best way of achieving these; the driver who uses that power to the full for acceleration is unlikely to record very good m.p.g. figures. The final points are almost in the *non sequitur* category: because an engine is capable of development and proves popular, that is no reason why power development need take place—rather the reverse, in fact.

Chrysler are on sounder lines when they list the virtues of high power: rapid acceleration, the ability to overtake in the shortest distance, and good climbing, are indeed "refreshing",



**HORSEPOWER NEEDED TO GIVE EQUAL THRUST AT 25 TO 60 M.P.H.**  
It takes 660 b.h.p. to provide approximately similar acceleration from 60 m.p.h. to that of a 280 b.h.p. car from 25 m.p.h. And even then the maximum speed improvement is only 33 per cent



**TREND IN FUEL ECONOMY AT 40 M.P.H.—AVERAGE OF ALL AMERICAN CARS 1930-1952**

A striking-looking fuel economy curve for American cars at a constant speed of 40 m.p.h.—but the figures are ton-miles per gallon, in which the ordinary owner has only a limited interest

as they say. But then speciousness creeps in, for they say that more powerful engines provide means of improving fuel economy and increasing durability. What they really mean is that, if *everything else is equal*, a high-compression engine is more economical than a low-compression engine. But everything else is not equal if the power of the high-compression engine is vastly greater. Unless the driver is very careful, m.p.g. will be worse because he will take advantage of the extra power. And if he does that, of course, the increase in durability is hardly likely to eventuate. You cannot argue for a big, high-power engine turning over lazily one minute and then stress flashing acceleration the next.

The American car certainly gives its engine more work than does the British. Automatic transmissions, power steering, power brakes, seat adjustment and window winders are all weight additions, as are heaters and radio, though these are found as almost standard fittings outside the U.S.A. And large-section low-pressure tyres have a bigger rolling resistance than the tyres of yesterday. Many items absorb power today that did not exist 20 years ago, and, all in all, there might be agreement with the statement that "more power is required just to maintain an established level of performance". Yes, but the performance of today's U.S. monsters is far and away above anything previously expected from American production cars.

It is a pity to have to criticize a serious effort to educate the public, in which so much is good. The feeling comes that if only the sales side had been shut completely out of its preparation the anomalies would not have occurred. There is much sound information about horsepower requirements. For instance, the question is asked if a car could be built that would accelerate as well from 60 m.p.h. as the current Chrysler New Yorker does from 25 m.p.h. On the assumption that an ideal transmission is fitted that permits maximum acceleration without wheelspin, it is found that an approximately similar "rear-wheel thrust" curve demands a 660 b.h.p. engine against the 280 b.h.p. contemporary version. And even then top speed has gone up only 33 per cent, although engine size is up 136 per cent.

And then the good work is spoiled by a superficial comparison which is also selective. The Chrysler Imperial Eight engine of 1932 (385 cu in, 125 b.h.p.) was less economical than the contemporary Fire Power (331 cu in, 280 b.h.p.). Yes, but . . .

And a fuel economy trend graph for U.S. cars shows an Everest-like rise from below 30 to 40 in 20 years; but they are ton-miles per gallon, not the m.p.g. in which the ordinary car owner is almost solely interested. The authors—late in the thesis—seem to lose their nerve just after this point, hastening to remark that, while today's cars are economical when driven carefully, jack-rabbit starts and show-off acceleration can, indeed, turn them into very thirsty vehicles because of their abundance of power.

In many ways, this Chrysler attempt to justify the huge horsepowers of contemporary American cars nearly comes off. But not quite. At the back of one's mind there is that wise little French proverb, "*Qui s'excuse, s'accuse*", and there are so many excuses to this defence of high power that they do, in the end, add up to an accusation.

MICHAEL BROWN.

# The Sport

## MOSS AT MELBOURNE

## FUTURE OF THE MONTE

## MORE EVENTS CANCELLED

**ONE OR TWO CLUBS** recently have been airing what they feel to be a sound grievance—but, like so many apparently valid complaints, it is not so sound as it appears on first sight. Based on the thought that sports car manufacturers in this country are extremely fortunate in having so many club events in which their products can be tested and proved, the clubs find it difficult to understand the S.M.M.T.'s ruling which prevents a manufacturer from advertising his wares in the programmes of the very events which provide the testing grounds. Broadly speaking, this limits manufacturers to advertising only in the programmes of events to which an International permit has been granted. These remarks are not concerned with "boni" (or bonuses) for drivers, or free this-and-that, or the advertising of results. What the clubs want is a little help from programme advertising to help make both ends meet—which, in these days of uncertain public attendance, the weather, entertainment tax, heavy maintenance costs of circuits and hill-climb courses (to say nothing of rents and rates), some find very difficult.

There is, as always, another side to the story. By limiting the number of meetings that are approved for trade participation and support, the S.M.M.T. has avoided what would have developed into a sort of advertising snowball. If one manufacturer were to advertise in such-and-such a programme, the whole lot would have to; with 300 or 400 club events each year, the cost of advertising would become phenomenal and prohibitive. That is the reason behind it—to protect the manufacturers; the clubs are, of course, free to sell advertising space to local agents and dealers.

It is easy enough to see the S.M.M.T.'s point of view; but the clubs in this country are the backbone of the sport. They are the admiration and envy of all other countries in which motor sport goes on, and they are responsible in some cases for having provided the training grounds for some of the world's finest drivers. It would be a serious loss to British sport if, through lack of funds, some of the clubs were to go out of business.

**AUSTRALIAN TOURIST TROPHY** race for sports cars at Melbourne last Sunday resulted in a win for Stirling Moss, driving a works Maserati; his victory was enthusiastically received by crowds there for the Olympic Games. Second was Jean Behra in a second works Maserati, and Ken Wharton's

Ferrari took third place. Moss, who lapped all except Behra during the 100-mile race, averaged 94.63 m.p.h. on the lakeside circuit of just over three miles, and put up the fastest lap. In finishing fourth, Pitt (Jaguar) won the Lucas Trophy for the first British car. Phillips (Healey 100S) won the 1,501-2,700 c.c. class and Brabham (Cooper Climax) the under 1,500 c.c. class.

Ken Wharton, driving a Super Squalo Ferrari, won the supporting 25-mile racing car event from Hunt (Maserati 250F), Neal (Maserati A6SG), Parnell (Ferrari) and Davison (Ferrari). Moss and Behra were non-starters. Wharton put in a lap one second quicker than Moss's best in the T.T.

### PROVISIONAL RESULTS Australian Tourist Trophy

1. Maserati 300S (Stirling Moss), 1hr 3m 24.2s, 94.63 m.p.h.; 2. Maserati 300S (J. Behra), 1hr 4m 11.4s; 3. Ferrari 750A (K. Wharton); 4. Jaguar (Pitt); 5. Jaguar (Stillwell).

**TONIGHT**, Friday, November 30, comes the B.R.S.C.C. Festival of Speed and Sport at the big Odeon Cinema, Leicester Square, London, starting at midnight. The occasion, which will include the premières of some of this year's best motor racing films, is to be attended by many famous drivers and leaders in other spheres of sport. As well as Mike Hawthorn, Peter Collins and Roy Salvadori, Donald Campbell and Peter Twiss (holders of the world's water and air speed records) and Col. Llewellyn (famous as the driver of Foxhunter) will also be there.

The British Petroleum company's *Formula 1, 1956*, will be shown. It follows the fortunes of the leading drivers in all this year's *grandes épreuves*, finishing up with the dramatic story of the European G.P. at Monza. Also to be shown is the first-class Shell film of the 1955 Tourist Trophy, and, produced by John Cotter of I.T.N., another new film will show the Club's meetings held throughout this year.

**HAVING WON** her class in the Tour of Belgium (recorded in this column last week), Gilberte Thirion has now scored another success in a Renault Dauphine—first place in the general classification of the recent Tour of Corsica; co-driver was Nadège Ferrier. The event, which covers roughly 650 miles, is run at a high average speed of 36 m.p.h. over an extremely tortuous route, and makes great demands on handling and brakes; in addition, three hill-climbs were included.

Of the 43 starters, only 24 completed the event, and of these the Thirion-Ferrier Dauphine was the only car to incur no penalty marks. General classification results are as follows: 1, Thirion-Ferrier (Renault Dauphine); 2, Michy-Rambault (Renault Dauphine); 3, Nathan-Schmitz (Porsche Carrera); 4, Nicol-de la Geneste (Alfa Romeo Giulietta); 5, Houel-Sacazan (Mercedes-Benz 300SL); 6, Walter-Traut (Porsche Carrera).

**ECURIE ECOSSE** prospects for next season are looking up, following recent anxieties over finance. Jaguars have agreed to entrust the works D-types raced this year to the Edinburgh stable, and early next month the cars will be leaving for the Argentine for the sports car race in January. From there they go on to Florida for the Sebring event, and it is heartening to see plans taking shape to compete in as many races as possible which have World Sports Car Championship status.

A gesture by a well-known Scottish shipowner has ensured that the car which won at Le Mans this year will remain in Scotland, as the benefactor has bought it for museum exhibition.

**MEMBERS OF** the Aston Martin and Lagonda Clubs joined forces, in view of their family relationship, at a dinner-dance at the Cafe Royal last week. Guests of honour were Mr. and Mrs. David Brown—"D.B." proposing the toast to the Aston Martin O.C. (celebrating its coming-of-age) and remarking that, as Patron of each club, it was the first time he had had both under his wing at the same time.

**FUTURE** of the Monte Carlo Rally is still uncertain, but at the time of going to press the organizers were going ahead with the arrangements . . . so there is yet hope. British starters would leave from either London or Dover, with an additional 400 miles of French roads to make up for the distance lost in this country.

The Martini Trophy International Ladies' Rally, to have been held from March 11 to 17 next year, has been postponed; arrangements will be made to run it at the first available opportunity after the present restrictions are removed.

**IT HAS NOW** been confirmed by the British Racing and Sports Car Club that the Boxing Day Brands Hatch meeting will take place. It has been worked out that the total amount of fuel used at this meeting will be between 30 and 36 gallons, and that the greater part of this will consist of alcohol—which is not in short supply.

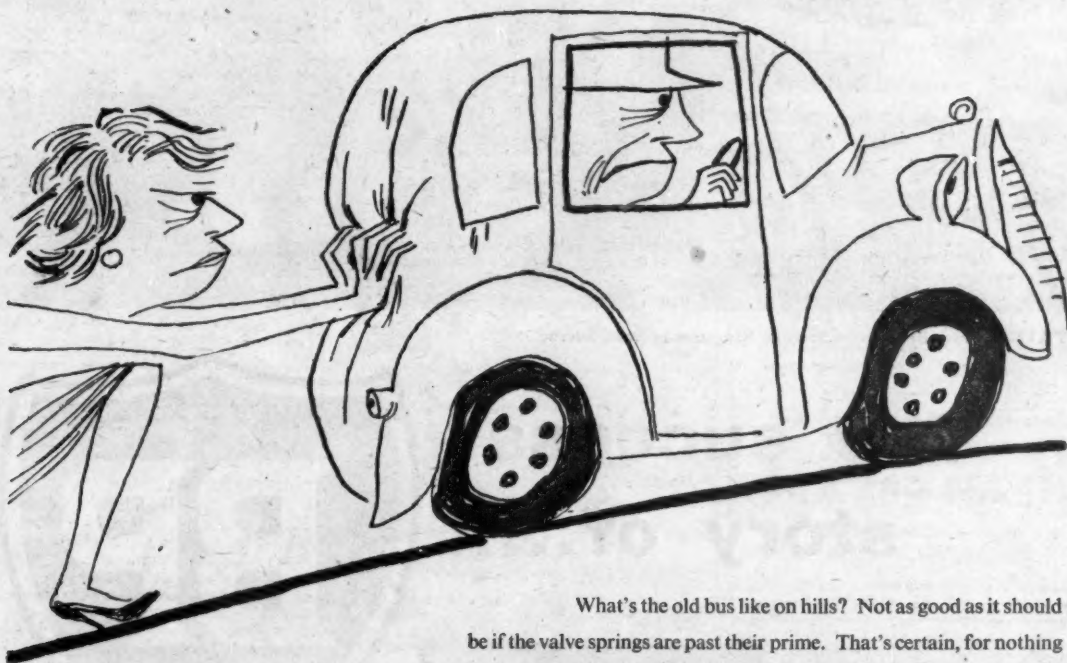
Regulations have been issued, and the programme will consist of seven races. Main events will be the 12-lap Air-India Trophy race for 1,200 c.c. sports cars, and the 12-lap Martini Trophy handicap for unlimited sports and racing cars. There will also be four events for formula 3, and a Novel Christmas Handicap in which the seven fastest formula 3 cars will give a 10 sec start to the seven fastest sports cars.

**FOR THE PAST** two seasons, the 750 M.C.'s Walsingham Cup Trial has been restricted to cars based on the pre-war Austin Seven chassis. As this policy has succeeded in attracting a good number of entries, the club is proposing to introduce a new trials formula based on the 750 racing formula, with variations. A reasonably finalized scheme has now been worked out, and a class for cars complying with it will be included in this year's event (Suez permitting); a further trial to this formula will be run in the New Year, and it is hoped that club centres with suitable trials ground at hand will follow suit, running at first closed events to encourage suitable cars.

The advantages of the new formula are many. Pre-war Austin Seven parts are in good supply, and a car suited to both trials and road use could be constructed very cheaply. For example, a Chummy Austin Seven fitted with a 1934 (or later) engine and four-speed gear box would cost very little, and when driven against cars of a similar type would provide very good sport at a fraction of the cost of operating an 1,172 c.c. trials car.

Details of the formula can be obtained from: A. W. Butler, 1, Hawkhurst Way, West Wickham, Kent.

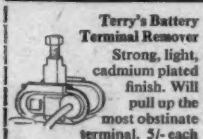
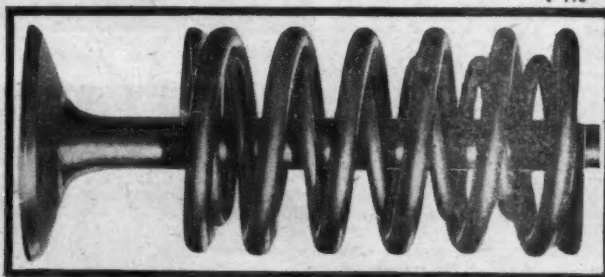
## Horsepower or wifepower?



What's the old bus like on hills? Not as good as it should be if the valve springs are past their prime. That's certain, for nothing wastes power like tired valve springs. Luckily, it's not expensive to have new ones fitted. And they soon pay for themselves in petrol saved. Especially if they're Terry's which last so long: are so efficient too.

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SP 116



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**I**N RECENT YEARS the chain of BP Service Stations across Western Europe and many other parts of the world has been steadily extended and improved. Now solus BP Service Stations are also being seen along the roads of this country.

Since the end of the war, the total amount of crude oil and refined products sold under the BP sign has increased by 140%. There could be no better testimony to the high quality of the many different products made available to the motorist by BP research.

Behind the green and yellow BP shield lie the full resources of The British Petroleum Company. These include 14 refineries—4 of them in this country—and one of the largest privately owned tanker fleets in the world.

## COMING SHORTLY

- NOVEMBER 30.**—West Essex C.C. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 6.30 for 7 p.m.
- 30.—Lea-Francis O.C. Annual dinner and dance, The Star and Garter, Kew, Surrey, 7.30 p.m.
- 30.—Brighton and Hove M.C. Annual dinner and dance, Grand Hotel, Brighton, Sussex, 7 for 7.30 p.m.
- 30.—B.R.S.C.C. Film show, Odeon Cinema, Leicester Square, London, W.1, 11.30 p.m. for 12 midnight.
- 30.—Triumph S.C.C. Annual general meeting, Otter Hotel, Ottersham, near Chertsey, Surrey, 7.30 p.m.
- DECEMBER 2.**—Australian G.P. meeting, Melbourne.
- 2.—Marrakesh race meeting, Morocco.
- 4.—Alvis O.C. (Southern Section). Film show, The Duke of York, Brentford, Middlesex, 8 p.m.
- 5.—Middlebrough and District M.C. Annual ball, Coatham Hotel, Redcar, Yorkshire.
- 6.—Monte Carlo Rally B.C.C. Annual general meeting and dinner, Clarendon Restaurant, Hammersmith, London, W.6, 6.30 p.m.
- 6.—Alvis O.C. (Midland Section). Social meeting, Wolsley Arms Hotel, Rugeley, Staffordshire, 7.30 p.m.
- 7.—London M.C. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 7 for 7.30 p.m.
- 7.—Hagley and District L.C.C. 21st anniversary dance, Raven Hotel, Droitwich, Worcestershire, 9 p.m.
- 7.—Hants and Berks M.C. Annual Christmas party, Hawley Hotel, Blackwater, Hampshire, 8 p.m.
- 7-9.—Nassau race meeting, Bahamas.

## CLUB NEWS

**Alvis O.C.**—Membership has now reached the 500 mark and is continuing to increase steadily. The club, which is open to all Alvis owners, has members in Australia, New Zealand, U.S.A., Holland, Germany, Venezuela, Sweden and Sierra Leone. Started in 1950 to take the place of the pre-war Alvis Car Club, the Alvis Owner Club had a total of 125 members by 1952. In that year a general reorganization took place with changes of officials, and today most of the officers have held their appointments without a break since then. The club is run in four sections—Southern, Midland, Northern and Scottish—and its services to members include, in addition to social and competitive events, the mailing of a monthly bulletin, a spares service and a technical enquiry bureau. The general secretary, K. R. Day, 31, Lawrence Avenue, New Malden, Surrey, will be pleased to supply details of the club.

**Sevenoaks and District M.C.**—Tickets for the annual dinner and dance, which will be held at the Grasshopper Inn, Westerham, Kent, on Friday, December 7, can be obtained from Mrs. D. Reeves, 206, Hastings Road, Bromley, Kent, or from any other member of the committee.

**West Essex C.C.**—The programme for the remainder of the year is as follows: November 30, annual dinner and dance at the Park Lane Hotel, Piccadilly, London, W.1; December 5, quiz competition at the clubhouse—a team from the Police Driving School at Chelmsford against a team of members; December 12, Redex film show; December 21, Christmas party at the clubhouse.

**Southern Jowett C.C.**—Thirty-eight cars started in the sixth annual Hertfordshire Point-to-Point, held on October 28. The event started at 10.30 a.m. and finished at 6 p.m. in North London, and the route took competitors through the lanes of Hertfordshire and Essex. The winner was F. G. Turk, who drove a Jowett; he gained a total of 183 points out of a possible maximum of 230. D. A. Edwards and R. W. Nash, both driving Fords, were second and third.

**Surrey Sporting M.C.**—As a temporary measure, the club has moved its headquarters to the Jolliffe Arms at Merstham, Surrey.

**PRODUCED BY the Alvis Owner Club,** and written by members for members, the A.O.C. Repair Manual has just been launched. The 38-page book has a loose-leaf binding to incorporate amendments and additional information; it covers the 1932-1939 period, and deals with the Firefly, Speed 20, Speed 25, Silver Eagle, Firebird and 4.3—all being of the same basic design—and owners of the 12-70 and Silver Crest will find the manual of considerable value. It costs 12s 6d.

Any interested Alvis owner should contact the secretary, Kenneth R. Day, 31, Lawrence Avenue, New Malden, Surrey.

**PETROL RATIONING** has brought forth further cancellations. The Boxing Day race meeting of the Nottingham Sports Car Club will not now take place. The Kentish Border Car Club's November Sporting Trial, which was to have happened on November 23, has been postponed to December 23. Another postponement is the Gloucester Trial of the London Motor Club, which will be held on January 20 in place of December 1. However, this event will still count towards the 1956 R.A.C. Trials Championship.

The committee would be pleased to meet any motoring enthusiasts there on Thursday evenings from 8.30 p.m. onwards.

Next year, the club hopes to organize the first sprint meeting and the first race meeting of the 1957 season to be held in this country. Both events are to take place at Brands Hatch, and the dates are March 3 for the sprint and April 7 for the race meeting.

**Harlow and District A.C.**—The annual dinner and dance will be held at the Gilston Park Hotel, near Harlow, on Friday, December 14, starting at 7 p.m. Tickets cost £1 1s each and are available from the secretary, R. H. Minall, 21, The Hoo, Harlow, Essex.

**Circle C.C.**—Trophies won during the year will be presented at the annual dinner and dance on Friday, December 7, at the Headstone Hotel, North Harrow, Middlesex, starting at 7.15 for 7.45 p.m. Tickets, which cost £1 5s each, can be obtained from S. M. Johnson, 185, Watford Road, Harrow, Middlesex.

**Old Merchant Taylors M.C.**—The fourth annual Firework Rally on November 3 was won by P. Phillips, of the Old Kings M.C., driving a Vauxhall Wyvern. The best O.M.T. member was H. G. Getgood in a Morris Minor.

On Friday, December 7, a film show will be held at Durrants, Croxley Green, near Watford, Hertfordshire. Starting time is 8 p.m., and members of neighbouring clubs and their friends are invited.

**Harrow C.C.**—The annual dinner-dance and presentation of awards will take place at the Rest Hotel, Kenton, Middlesex, on Wednesday, December 12, starting at 7.30 p.m. Tickets cost £1 5s each and are obtainable from F. E. Still, c/o Radio Sound Service, 279, Edgware Road, Colindale, London, N.W.9.

**Burnham-on-Sea M.C.**—The results of the fourth annual Moonlight Rally held on October 27 are as follows:—

**Best performance:** Ford Prefect (M. Hart).  
**Class winners:** A: Standard (B. J. Gosling); B: M.G. TF (D. Hockley); C: Sunbeam-Talbot (J. Wenley); D: Triumph TR2 (W. G. Cawsey).  
**Novice award:** Standard (P. Prime).  
**Ladies award:** Austin A.30 (Mrs. M. Beakes).  
**Runner-up:** Triumph Renown (Mrs. N. Bennett).

## The Sport



The technical specification of the

## 1957 DKW

includes two major developments—the 3-cyl. 2-stroke 896 c.c. engine

now develops  
40 B.H.P.

and the petrol mixture is now

## 1 to 40

i.e. 1 pint of oil to 5 gallons petrol (with each engine revolution the oil is changed!)

Descriptive literature sent on request.

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Welbeck View-Point  
(No. 76 of a Series)

The last episode in the life  
of WMLI\*

\*WMLI was the Welbeck Motors Armstrongs Siddeley 234 demonstration car—see View-Points Nos. 59 (24/8/56) and 68 (12/10/56). This car was recently sold and the number used on a new Singer Gazelle demonstration car.

WMLI sat musing in her lock-up. In her six months' life, she had had moments of great pleasure and great despair. Memories . . . memories . . . The wonderful day on the Autobahn when she had covered 91 miles in one hour; the thrill of being the Queen of Welbeck Motors—loved and cared for as a priceless possession. The adventure of being loaned to the most famous people in the country: the sense of achievement when suddenly she would hear—"Yes, we'll have to buy one of these." There have been unpleasant moments, too, of course: when a London taxi had struck her in the back; when "The Autocar"—in its Road Test—had publicly insulted her.

Now all that was over: she had been sold to the owner of a threshing machine in Diss. The proud number WMLI had been taken away and placed on an upstart Gazelle. She had no complaints: she appreciated the situation: she would serve her new master with the same loyalty and efficiency.

With a sigh, Armstrong Siddeley 234, née WMLI, reconciled herself to a quiet life in the country. It was tough for one of the most famous cars in the country to give up stardom: but as she fell asleep, she cheered up thinking "Among the motor trade it almost finished, and I'll have much more fun with the farmers."

Welbeck Motors Ltd.,  
109, Crawford Street, London, W.1  
(Near Baker Street Station)

Welbeck 1139

In the really high-speed class, the Armstrong Siddeley 234 uses much less petrol.

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**ROLLS-ROYCE AND  
BENTLEY CARS**

**ROVER MODELS**

'60' '75' AND '90'

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**AUSTIN A.30 MORRIS MINOR  
AUSTIN A.40 MORRIS COWLEY  
AUSTIN A.50 MORRIS OXFORD**

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## Trade & Industry



Mr. S. W. Kallend, A.C.A., has resigned his executive appointment with Chrysler Motors, Ltd. and Dodge Brothers (Britain), Ltd.

The address of Jenolite, Ltd., on page 788 of the issue of November 23 was incorrect. It is 13/17, Rathbone Street, London, W.1.

Barimar, Ltd., Barimar House, 22-24, Peterborough Road, Fulham, London, S.W.6, have produced a booklet entitled *Scientific Welding for Motor Parts*.

Proceeds of a ball held at the Cutlers Hall, Sheffield, in March, amounting to £500, have been contributed to the Motor and Cycle Trades Benevolent Fund by its Sheffield centre.

Merchiston Motors "The Home of Ecurie Ecosse" have opened a new car showroom at 16-17, Bruntsfield Place, Edinburgh, 10, where the 1956 Le Mans winning Jaguar is on view.

Connollys (Blackley), Ltd. announce that their new premises at 39-44, Watery Lane, Bordesley, Birmingham, 9, are sufficiently spacious to enable the company to carry large stocks of their various types of winding wires, cables, and Blackley Tape.

At the annual general meeting of the company, S. Smith and Sons (England), Ltd., recommended to the shareholders a dividend of 12½ per cent on the ordinary shares for the year ended August 4, 1956. This is the same as the dividend which was paid last year.

Awards gained in the safe driving competition organized by the Royal Society for the Prevention of Accidents have been presented to 85 employees of the London division of the National Benzole Co., Ltd. Three drivers who had completed ten successive years' accident-free driving for the company were presented with wrist watches.

Mr. H. W. H. Goodger, general manager of Elborne Brothers, Ltd., for the last four years, has been appointed a director of the company. He has been in the engineering and motor trade since 1919.

United Dominions Trust, Ltd. announce an interim dividend of four per cent (less income tax) on the £3,000,000 fully paid ordinary stock for the year ending June 30, payable on December 14, 1956.

Standard service weeks will be held commencing on the following dates: December 10, Andrew W. Brown, Ltd., Woodside Garage, Portland Place, Hamilton, Lanarkshire; and December 17, A. G. Boyes and Co., Ltd., East Parade, Huddersfield.

The well-known T.T. rider and originator of H.R.D. motor cycles, Mr. H. R. Davies, has been appointed manufacturer's sales agent of Proctor Industries, Ltd., 115-129, Carlton Vale, London, N.W.6. In accepting this appointment Mr. Davies does not relinquish any of his existing agencies.

The Avon India Rubber Co., Ltd., has appointed Mr. P. R. J. C. Johnston to be general line representative in the Doncaster and Barnsley area, and Mr. J. C. Shortland to be general line representative in the Leeds area. Mr. Johnston's appointment took effect on Monday last, and Mr. Shortland's appointment will become effective from December 24.

Last week there were three showings of the very good film "Cape Cold to Cape Hot" which was taken by Richard Pape on his successful trip in an Austin A90 Westminster from the Arctic North Cape to Cape Town. The film was shown at the Euston Road premises of The Car Mart, Ltd., and Mr. Pape, who attended the showings, autographed copies of his book of the same title which were there on sale.

## NEW CAR PRICES

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d		U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
<b>A.C.</b>			<b>Chrysler (continued)</b>		
Petite Mk. II ...	265 0 0	331 18 6	New Yorker ...	2,615 0 0	3,923 17 0
Petite Mk. II de luxe...	290 0 0	363 3 6	Town and Country ...	2,600 0 0	3,901 7 0
Ace 2-seater ...	1,100 0 0	1,651 7 0	Imperial ...	2,995 0 0	4,493 17 0
Acoca 2-seater coupé	1,375 0 0	2,063 17 0	Imperial Southampton	2,890 0 0	4,336 7 0
Ace with Bristol eng.	1,340 0 0	2,011 7 0	(Including heater, radio and automatic transmission.)		
Acoca with Bristol eng.	1,585 0 0	2,378 17 0	<b>CHRYSLER</b>		
2-litre ...	1,107 19 4	1,663 6 0	<b>PLYMOUTH</b>		
<b>ALFA ROMEO</b>			Plaza ...	1,475 0 0	2,213 17 0
1,300 Giulietta ...	1,225 0 0	1,838 17 0	Savoy 6 ...	1,608 0 0	2,413 7 0
1,300 Giulietta Spider	1,495 0 0	2,243 17 0	Belvedere 6 ...	1,678 0 0	2,519 7 0
1,300 Giulietta Sprint	1,565 0 0	2,348 17 0	Savoy V8 ...	1,656 0 0	2,485 7 0
1,300 Giulietta Veloce	1,895 0 0	2,843 17 0	Belvedere V8	1,726 0 0	2,590 7 0
1,900 Super ...	1,695 0 0	2,543 17 0	(convertible)	1,789 0 0	2,684 17 0
1,900 Primavera ...	1,950 0 0	2,926 7 0	Savoy 6 Suburban	1,744 0 0	2,617 7 0
1,900 Super Sprint	2,450 0 0	3,676 7 0	(Including heater, radio, automatic transmission.)		
<b>ALLARD</b>			<b>CITROEN</b>		
J2R sports racer	1,722 0 0	2,584 7 0	2 c.v. ...	398 0 0	598 7 0
Palm Beach (Ford)	1,050 0 0	1,576 7 0	DS19 ...	1,150 0 0	1,726 7 0
Palm Beach (Jaguar)	1,300 0 0	1,951 7 0	<b>CONTINENTAL</b>		
<b>ALVIS</b>			Mark II coupé	4,690 0 0	7,036 7 0
3-litre Grabber	2,300 0 0	3,451 7 0	<b>DAIMLER</b>		
<b>A-SIDDELEY</b>			Conquest Century II...	995 15 4	1,495 0 0
Sapphire 234 ...	940 0 0	1,411 7 0	(automatic) ...	1,119 2 0	1,680 0 0
Sapphire 236 ...	959 0 0	1,439 17 0	Drop-head coupé	1,262 8 8	1,895 0 0
(manumatic) ...	979 0 0	1,469 17 0	One-O Four ...	1,595 15 4	2,395 0 0
Sapphire 346 ...	1,215 0 0	1,823 17 0	(automatic) ...	1,719 2 0	2,580 0 0
(automatic) ...	1,404 0 0	2,107 7 0	Lady's model ...	1,729 2 0	2,595 0 0
(Limousine (automatic))	2,099 0 0	3,149 17 0	(automatic) ...	1,852 8 8	2,780 0 0
<b>ASTON MARTIN</b>			D.K. 400 limousine	2,795 15 4	4,195 0 0
D.B. 2-4 ...	2,050 0 0	3,076 7 0	<b>DELO</b>		
<b>AUSTIN</b>			Mark IIC sports	465 0 0	698 17 0
A.35 2-door ...	360 0 0	541 7 0	Mark IIE sports	500 0 0	751 7 0
2-door de luxe	368 15 0	554 9 6	Mark V lightweight	525 0 0	788 17 0
A.35 4-door ...	381 10 0	573 12 0	<b>D.K.W.</b>		
4-door de luxe	384 17 4	578 13 3	Saloon de luxe	665 0 0	993 17 0
A.35 Countryman	425 0 0	638 17 0	Fixed-head coupé	690 0 0	1,036 7 0
A.40 Cambridge	503 0 0	755 17 0	Four-door ...	724 0 0	1,087 7 0
A.40 de luxe	535 0 0	803 17 0	Cabriolet 4-seater	820 0 0	1,231 7 0
A.50 Cambridge	514 0 0	772 7 0	Cabriolet 2-seater	980 0 0	1,471 7 0
A.50 de luxe	546 0 0	820 7 0	<b>DODGE</b>		
A.95 Westminster	665 0 0	998 17 0	Kingsway de luxe 6	1,650 0 0	2,476 7 0
A.95 de luxe	695 0 0	1,043 17 0	Kingsway Custom 6	1,694 0 0	2,542 7 0
A.95 Countryman	810 0 0	1,216 7 0	Kingsway de luxe V8	1,698 0 0	2,548 7 0
A.105	799 0 0	1,199 17 0	Kingsway Custom V8	1,742 0 0	2,614 7 0
A.135 L.W.B. Saloon	2,150 0 0	3,226 7 0	Custom Royal V8	1,925 0 0	2,883 17 0
L.W.B. Limousine	2,150 0 0	3,226 7 0	Kingsway 6 Suburban	1,786 0 0	2,680 7 0
Princess IV saloon	2,250 0 0	3,376 7 0	Custom Royal V8 convertible	2,007 0 0	3,011 17 0
Princess IV limousine	2,360 0 0	3,541 7 0	(Including heater, radio, automatic transmission.)		
<b>AUSTIN-HEALEY</b>			<b>FAIRTHORPE</b>		
100 Six ...	762 0 0	1,144 7 0	Atom IM ...	259 17 0	391 2 6
<b>BENTLEY</b>			Atom IIA ...	291 17 0	439 2 6
Series S ...	3,495 0 0	5,243 17 0	Atom III E ...	332 14 0	500 8 0
Freestone and Webb	5,000 0 0	7,501 7 0	Electron ...	699 0 0	1,049 17 0
Hooper ...	4,765 0 0	7,148 17 0	<b>FAT</b>		
H. J. Mulliner ...	4,970 0 0	7,456 7 0	600 ...	412 12 0	620 2 0
James Young ...	4,970 0 0	7,186 7 0	600 Convertible	432 0 0	649 7 0
Continental			Multipla 4/5 ...	532 0 0	799 7 0
H. J. Mulliner	5,070 0 0	7,606 7 0	Multipla 6 ...	540 0 0	811 7 0
Park Ward	4,775 0 0	7,163 17 0	1100 ...	578 10 0	869 2 0
Park Ward coupé	4,775 0 0	7,163 17 0	1100TV ...	750 0 0	1,126 7 0
<b>BERKELEY</b>			1400A ...	774 0 0	1,162 7 0
Two-seater ...	382 8 6	574 19 9	1900 ...	980 0 0	1,471 7 0
<b>B.M.W.</b>			<b>FORD</b>		
501 ...	1,377 0 0	2,066 17 0	Popular ...	275 0 0	413 17 0
8-cyl. limousine	1,638 0 0	2,458 7 0	Anglia	360 0 0	541 7 0
502 limousine	1,792 0 0	2,689 11 0	Anglia de luxe	382 0 0	574 7 0
503 ...	2,975 0 0	4,463 17 0	Prefect ...	395 0 0	593 17 0
Fixed head coupé	2,975 0 0	4,463 17 0	Prefect de luxe	414 0 0	622 7 0
507 ...	2,800 0 0	4,201 11 0	Escort estate car	445 0 0	668 17 0
Isotta Mottocoupé	292 0 0	439 7 0	Squire estate car	445 0 0	668 17 0
<b>BOND Three-wheeler</b>			Consul ...	520 0 0	781 7 0
2-seater ...	221 10 0	278 13 2	Consul convertible	630 0 0	946 7 0
Family 4-seater	242 0 0	304 7 8	Consul Farnham	685 0 0	1,028 17 0
De luxe 2-seater	242 0 0	304 7 8	Zephyr ...	580 0 0	871 7 0
De luxe family 4-seater	254 12 1	320 4 1	(automatic) ...	705 0 0	1,053 17 0
<b>BORGWARD</b>			Zephyr Farnham	690 0 0	1,036 7 0
Isabella 60 ...	792 15 0	1,190 9 6	Zodiac ...	745 0 0	1,118 17 0
Isabella TS ...	910 10 0	1,367 2 0	(automatic) ...	645 0 0	968 17 0
Coupé ...	1,248 13 10	1,874 7 9	Zodiac convertible	770 0 0	1,156 7 0
Station wagon	843 10 0	1,266 12 0	Zodiac Farnham	835 0 0	1,253 17 0
Pullman 2400	1,409 2 1	2,115 0 2	<b>FORD (Canadian)</b>		
Saloon (Hansamatic)	1,501 7 0	2,253 7 6	Mainline 4-door	1,207 0 0	1,811 17 0
<b>BRISTOL</b>			Customline 4-door	1,245 0 0	1,858 17 0
405 ...	2,390 0 0	3,586 7 0	Fairlane Town 4-door	1,283 0 0	1,925 7 0
Drophead coupé	2,450 0 0	3,676 7 0	Fairlane Cub 2-door	1,264 0 0	1,897 7 0
<b>BUICK</b>			Fairlane Country 4-door	1,471 0 0	2,207 17 0
43 Riviera ...	1,725 0 0	2,588 17 0	Custom Ranch Wagon	1,343 0 0	2,023 17 0
63 Riviera ...	1,925 0 0	2,888 17 0	2-door	1,690 0 0	2,535 7 0
53 Riviera ...	2,050 0 0	3,076 7 0	<b>FORD (U.S.A.)</b>		
52 ...	1,995 0 0	2,993 17 0	Thunderbird ...	1,650 0 0	2,476 7 0
59 estate car	2,025 0 0	3,038 17 0	Turismo ...	2,150 0 0	3,226 7 0
<b>CADILLAC</b>			Targa Florio ...	2,250 0 0	3,376 7 0
6219 ...	2,525 0 0	3,788 17 0	Le Mans ...	2,450 0 0	3,676 7 0
6239D sedan de ville	2,750 0 0	4,126 7 0	Sebring 2-seater	2,250 0 0	3,376 7 0
6267 convertible	2,750 0 0	4,126 7 0	<b>GOGGOMOBIL</b>		
6019 special ...	2,900 0 0	4,351 7 0	T.300 ...	329 0 0	494 17 0
6267s Eldorado	3,400 0 0	5,101 7 0	Sliding head ...	336 0 0	505 7 0
<b>CHEVROLET</b>			<b>HILLMAN</b>		
1/50 4-door ...	1,195 0 0	1,793 17 0	Minx special ...	498 0 0	748 7 0
2.10 estate car	1,300 0 0	1,951 7 0	Minx de luxe	515 0 0	773 17 0
Bel-Air ...	1,265 0 0	1,898 17 0	Convertible ...	565 0 0	848 17 0
Bel-Air Sport	1,315 0 0	1,973 17 0			
Corvette ...	1,815 0 0	2,723 17 0			
<b>CHRYSLER</b>					
Winnebago V8	2,222 0 0	3,334 7 0			
(convertible)	2,198 0 0	3,298 7 0			

(Continued on next page)

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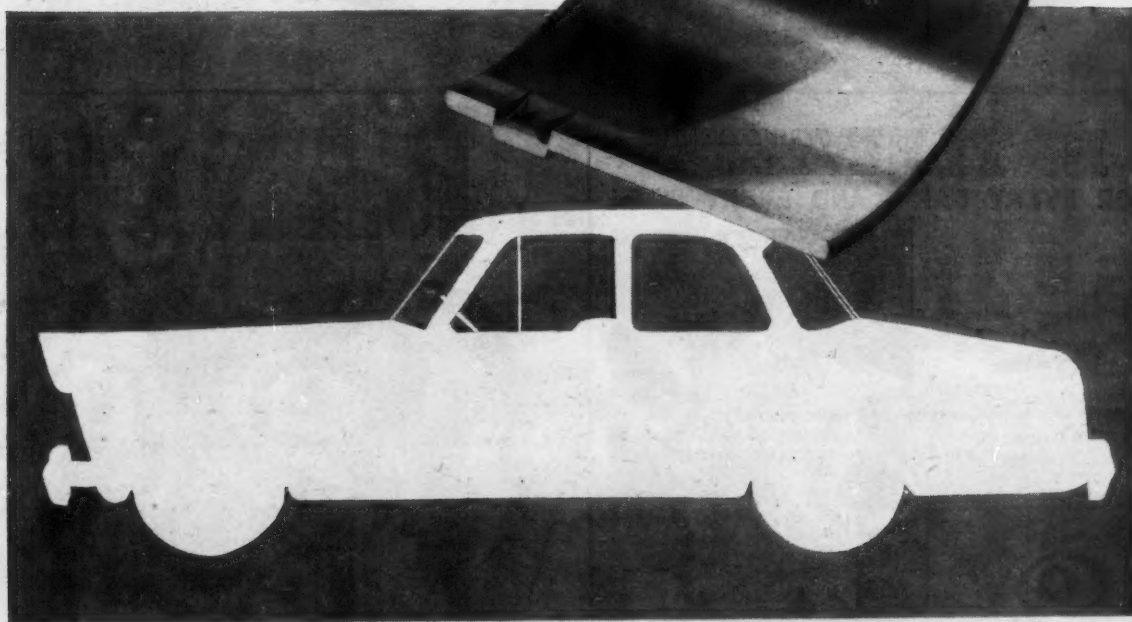
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<b>HILLMAN (continued)</b>			<b>PACKARD (continued)</b>		
Estate car ...	530 0 0	796 7 0	Caribbean ...	3,603 0 0	5,405 17 0
Husky ...	415 0 0	623 17 0	(Including heater, radio, automatic transmission.)		
<b>H.R.G.</b>			<b>PANHARD</b>		
1½-litre ...	1,280 0 0	1,921 7 0	Dyna de luxe special... 203	702 8 8	1,055 0 0
<b>HUDSON</b>			<b>PEUGEOT</b>		
Rambler Super ...	1,305 0 0	1,958 17 0	433 ...	633 9 1	952 8 2
Rambler Custom ...	1,380 0 0	2,071 7 0	403 Station wagon ...	865 0 0	1,298 17 0
Hardtop ...	1,450 0 0	2,176 7 0	203 ...	796 2 11	1,195 11 5
Cross Country ...	1,510 0 0	2,266 7 0	<b>PONTIAC</b>		
Wasp Super ...	1,670 0 0	2,506 7 0	Chieftain ...	1,450 0 0	2,176 1 2
Hornet Super ...	1,810 0 0	2,716 7 0	Catalina coupé ...	1,976 0 0	2,962 8 10
Hornet Custom ...	1,910 0 0	2,866 7 0	Star Chief convertible	2,050 0 0	3,073 5 0
Hollywood hardtop ...	1,955 0 0	2,933 17 0	<b>PORSCHE</b>		
<b>HUMBER</b>			1.6 Fixed head coupé	1,305 0 0	1,958 17 0
Hawk ...	650 0 0	976 7 0	1.6 Super fixed-head	1,425 0 0	2,138 17 0
De Luxe ...	665 0 0	998 17 0	1.6 Cabriolet ...	1,425 0 0	2,138 17 0
Touring limousine ...	730 0 0	1,096 7 0	1.6 Super Cabriolet ...	1,545 0 0	2,318 17 0
Estate Car ...	885 0 0	1,328 17 0	1.6 Speedster ...	1,270 0 0	1,906 7 0
Super Snipe ...	950 0 0	1,426 7 0	2564 1500 Carrera	1,910 0 0	2,866 7 0
(automatic) ...	1,075 0 0	1,613 17 0	1500 Carrera Speedster	1,875 0 0	2,813 17 0
Touring limousine ...	1,030 0 0	1,546 7 0	1500 Carrera Cabriolet	2,030 0 0	3,046 7 0
<b>JAGUAR</b>			550 1500 Spyder ...	2,760 0 0	4,041 7 0
2.4 ...	953 0 0	1,430 17 0	<b>RENAULT</b>		
Special Equip. model	976 0 0	1,465 7 0	750 ...	422 10 0	635 2 0
XK140 ...	1,127 10 0	1,692 12 0	Dauphine ...	512 0 0	769 7 0
Drop-head coupé ...	1,160 0 0	1,741 7 0	(Ferlec clutch) ...	537 0 0	806 17 0
Fixed-head ...	1,140 0 0	1,711 7 0	Régate de luxe ...	865 0 0	1,298 17 0
D type sports 2-seater	2,585 0 0	3,878 17 0	Dauphine estate car ...	865 0 0	1,298 17 0
Mark VIII ...	1,140 0 0	1,711 7 0	<b>RILEY</b>		
(automatic) ...	1,268 0 0	1,903 7 0	Pathfinder ...	940 0 0	1,411 7 0
Mark VIII ...	1,219 0 0	1,829 17 0	<b>ROLLS-ROYCE</b>		
(automatic) ...	1,331 0 0	1,997 17 0	Silver Cloud ...	3,590 0 0	5,386 7 0
<b>JENSEN</b>			Freestone and Webb	5,090 0 0	7,636 7 0
541 ...	1,435 0 0	2,153 17 0	Hooper ...	4,855 0 0	7,283 17 0
541 de luxe ...	1,714 0 0	2,572 7 0	H. J. Mulliner ...	5,060 0 0	7,511 7 0
Interceptor ...	1,800 0 0	2,701 7 0	James Young ...	4,880 0 0	7,321 7 0
Convertible ...	1,800 0 0	2,701 7 0	Silver Wraith ...		
<b>LAGONDA</b>			Freestone and Webb		
3-litre ...	1,995 0 0	2,993 17 0	touring limousine	5,381 0 0	8,072 17 0
Drop-head coupé ...	2,250 0 0	3,376 7 0	Park Ward ...	5,270 0 0	7,906 7 0
<b>LANCIA</b>			Park Ward 7-passenger limousine	5,570 0 0	8,356 7 0
Appia Series II ...	1,110 0 0	1,666 7 0	H. J. Mulliner ...	5,380 0 0	8,071 7 0
Aurelia Gran Turismo	2,230 0 0	3,346 7 0	Hooper limousine...	5,395 0 0	8,093 17 0
Flaminia ...	Price not yet announced		Hooper 7-passenger	5,570 7 0	8,356 7 0
<b>LINCOLN</b>			James Young ...	5,445 0 0	8,168 17 0
Première ...	2,432 0 0	3,649 7 0	<b>ROVER</b>		
<b>LOTUS</b>			60 ...	865 0 0	1,293 17 0
Sports ...	850 0 0	1,276 7 0	75 ...	943 0 0	1,415 17 0
Club ...	1,060 0 0	1,591 7 0	90 ...	976 0 0	1,465 7 0
Le Mans 75 ...	1,320 0 0	1,996 7 0	105S ...	1,063 0 0	1,595 17 0
Le Mans 83 ...	1,395 0 0	2,093 17 0	105R ...	1,099 0 0	1,649 17 0
<b>MERCEDES-BENZ</b>			105R de luxe ...	1,130 0 0	1,696 7 0
180 ...	1,145 0 0	1,718 17 0	Land-Rover S.W.B.	685 0 0	1,028 17 0
180D (diesel) ...	1,210 0 0	1,816 7 0	Land-Rover L.W.B.	790 0 0	1,186 7 0
190 ...	1,195 0 0	1,793 17 0	<b>SIMCA-ARONDE</b>		
190SL ...	1,850 0 0	2,716 7 0	1300 Elysée ...	609 10 0	915 12 0
220S ...	1,500 0 0	2,251 7 0	Grand Large ...	662 0 0	994 7 0
300 c de luxe ...	2,675 0 0	4,013 17 0	<b>SIMCA VEDETTE</b>		
300s coupé ...	4,110 0 0	6,166 7 0	Versailles ...	932 0 0	1,399 7 0
300SL ...	3,100 0 0	4,651 7 0	<b>SINGER</b>		
<b>MERCURY</b>			Gazelle ...	598 0 0	898 7 0
Montclair ...	1,518 0 0	2,278 7 0	Gazelle convertible ...	665 0 0	998 17 0
<b>M.G.</b>			<b>SKODA</b>		
M.G.A. ...	640 0 0	961 7 0	440 ...	560 0 0	841 7 0
M.G.A. coupé ...	699 0 0	1,049 17 0	1200 ...	630 0 0	946 7 0
Magnette ...	693 0 0	1,040 17 0	<b>STANDARD</b>		
(manumatic) ...	726 6 8	1,090 17 0	Family Eight ...	379 0 0	569 17 0
<b>MORGAN</b>			Super Eight ...	405 0 0	608 17 0
4½ Series II ...	475 0 0	713 17 0	Family Ten ...	385 0 0	653 17 0
Plus 4 (TR) 2-seater...	595 0 0	893 17 0	Super Ten ...	435 0 0	653 17 0
4-seater ...	610 0 0	916 7 0	(Standrive) ...	448 5 0	673 14 6
Drop-head coupé ...	640 0 0	961 7 0	Companion estate car	485 0 0	728 17 0
Plus 4 (Vanguard) ...	580 0 0	871 7 0	(Standrive) ...	498 5 0	748 14 6
Drop-head coupé ...	610 0 0	916 7 0	Vanguard III ...	599 0 0	899 17 0
<b>MORRIS</b>			Vanguard Sportsman	820 0 0	1,231 7 0
Minor 1,000 ...			Estate car ...	765 0 0	1,148 17 0
2-door ...	401 0 0	602 17 0	Vanguard diesel	735 0 0	1,103 17 0
2-door de luxe ...	418 0 0	628 7 0	<b>STUDEBAKER</b>		
4-door ...	425 0 0	638 17 0	Champion Custom ...	1,267 0 0	1,901 17 0
4-door de luxe ...	445 0 0	668 17 0	Commander ...	1,387 0 0	2,081 17 0
Tourer ...	401 0 0	602 17 0	President ...	1,449 0 0	2,174 17 0
Tourer de luxe ...	418 0 0	628 7 0	<b>SUNBEAM</b>		
Traveller ...	455 0 0	683 17 0	Mark ...	695 0 0	1,043 17 0
Traveller de luxe ...	471 10 0	708 12 0	Mark III ...	765 0 0	1,148 17 0
Cowley ...	532 0 0	799 7 0	<b>TRIUMPH</b>		
Oxford ...	565 0 0	848 17 0	T.R.2 ...	625 0 0	938 17 0
(manumatic) ...	598 6 8	918 17 0	T.R.3 ...	680 0 0	1,021 7 0
Oxford Traveller	623 10 0	936 12 0	Hardtop ...	725 0 0	1,084 7 0
Isis ...	607 0 0	911 17 0	<b>TURNER</b>		
(automatic) ...	722 0 0	1,084 7 0	Sports ...	525 0 0	789 0 0
Isis de luxe ...	1,490 0 0	2,261 7 0	<b>VAUXHALL</b>		
Isis Traveller ...	725 10 0	1,089 12 0	Wyvern ...	535 0 0	803 17 0
<b>NASH</b>			Velox ...	580 0 0	871 7 0
Rambler Super ...	1,305 0 0	1,958 17 0	Cresta ...	640 0 0	961 7 0
Rambler Custom ...	1,380 0 0	2,071 7 0	Velox Dormobile	741 0 0	1,112 17 0
Hardtop ...	1,450 0 0	2,176 7 0	Grosvenor-Velox	750 0 0	1,126 7 0
Station wagon ...	1,510 0 0	2,266 7 0	<b>VOLKSWAGEN</b>		
Statesman Super ...	1,490 0 0	2,236 7 0	Standard saloon ...	422 10 0	635 2 0
Ambassador Super 6...	1,685 0 0	2,528 17 0	De luxe ...	492 10 0	740 2 0
<b>OLDSMOBILE</b>			Convertible ...	670 0 0	1,066 7 0
Series 88 Super ...	1,640 0 0	2,460 15 0	Karmann-Ghia Coupé	810 0 0	1,216 7 0
Series 98 ...	1,985 0 0	2,978 17 0	<b>WOLSELEY</b>		
Starfire convertible ...	2,080 0 0	3,121 7 0	Fifteen-fifty ...	640 0 0	961 7 0
<b>PACKARD</b>			(manumatic) ...	673 6 8	1,011 7 0
Clipper de luxe ...	2,395 0 0	3,593 17 0	Six-ninety ...	806 0 0	1,210 7 0
Executive ...	2,577 0 0	3,864 17 0	(automatic) ...	921 0 0	1,382 17 0
Patrician ...	2,929 0 0	4,394 17 0			

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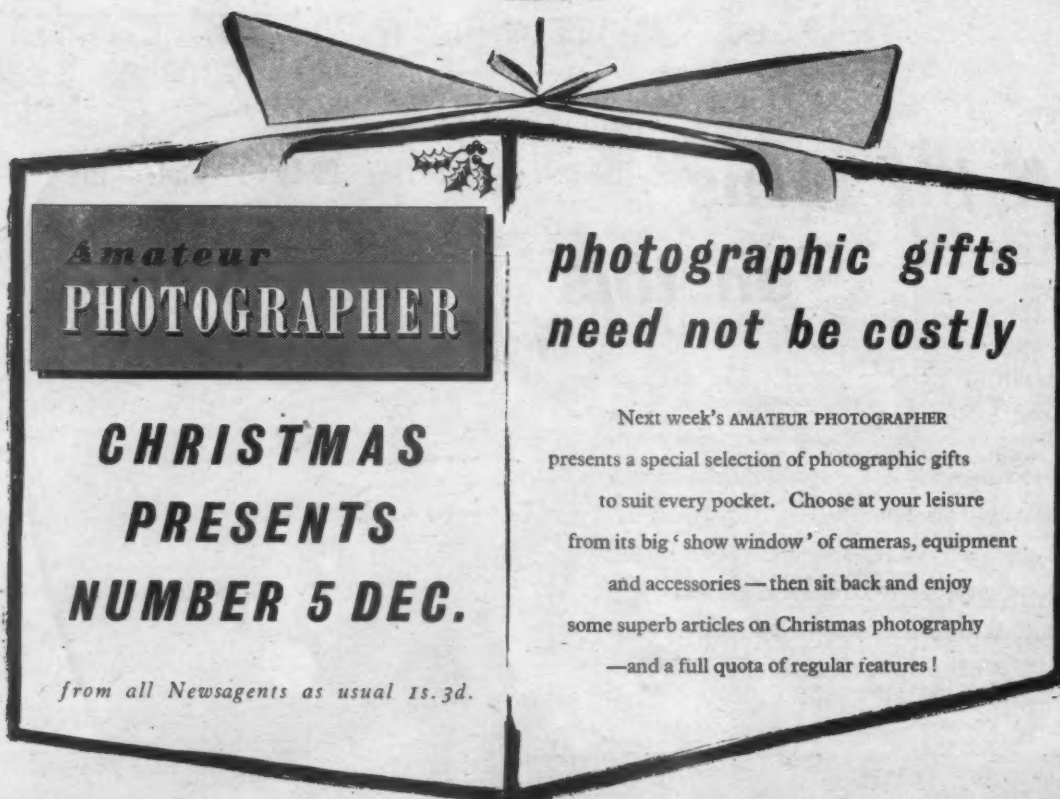


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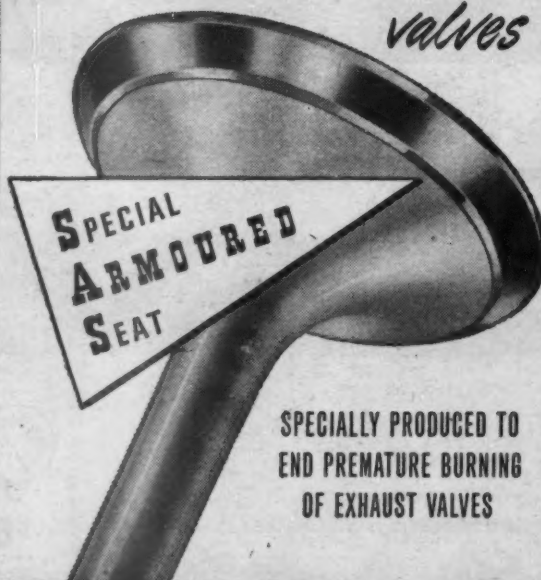
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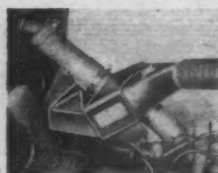
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Wheley Six-Ninety	1955/6	8043 V	48/-

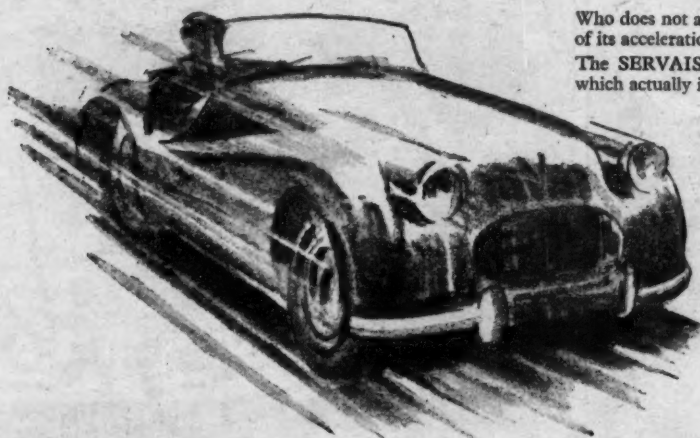
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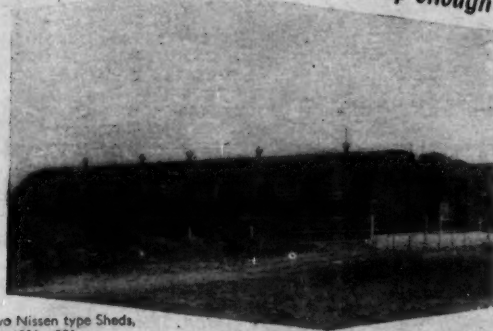
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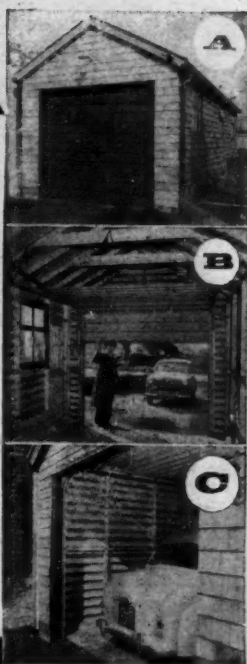
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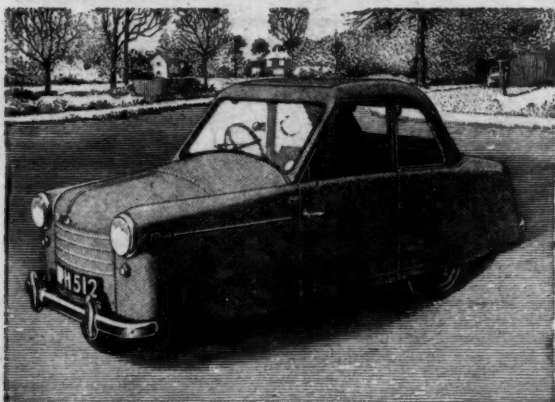
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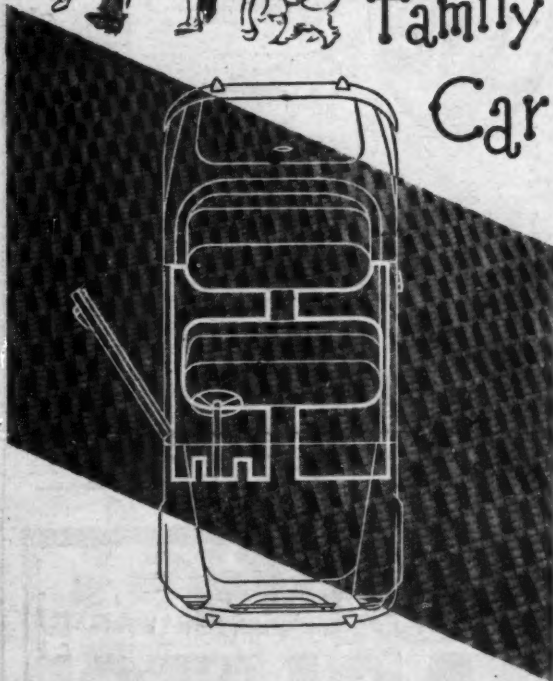
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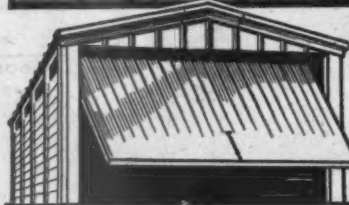
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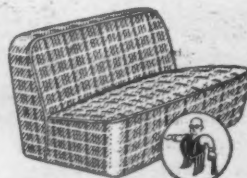
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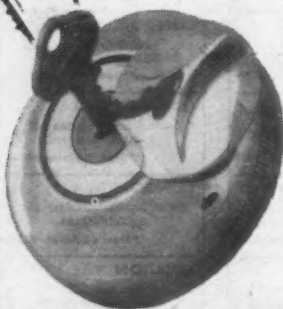


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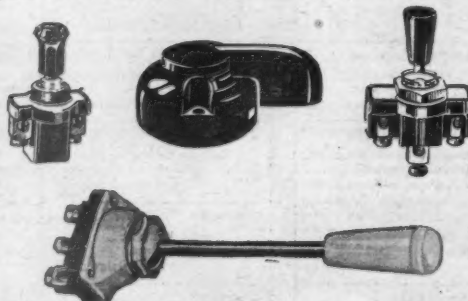
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### SALES & WANTS

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**1948** Alvis TA 14, choice of 2: £450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

**K NIGHTSBRIDGE**, offer:—

**1953** (June) Alvis 3-litre d.h.c. fourseater, grey/red, radio, heater, one owner, T.A. chassis with modifications, wire wheels, high compression engine, 45,000 miles, superb condition.—I. Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036

**1955** (late) Alvis TC21/100 4-door saloon, 15,000 miles, one owner, offers.

**1951** Alvis 3-litre 4-door saloon, recon. engine, twin S.U.s, high compression engine; offers.

**1951** (Nov.) Alvis 3-litre Tickford drop head coupe, fully modified, excellent condition, black; offers.

**A FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C2111

**1949** (Nov.) Alvis TA 14hp sun saloon, black/tan, one owner, low mileage, taxed: £425.

**THE BLACK HORSE GARAGE**, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116

**CASS'S MOTOR MART**—1952 (June) Alvis 3-litre saloon, black, R. & H. one owner; £625; written guarantee.—5, Warren St., W.1. Eus. 4110. [C1040

**ALVIS** 12/70 sports tourer, 1939, rare and beautiful thoroughbred car, in first-class condition; for sale privately: £265.—Box 5515. [7577

**1938** Alvis 7-seater, excellent hire car: £125.—G. F. Morley '76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

**PORTSEA MOTORS, Ltd.**—1948 Alvis saloon, heater, excellent condition: £350.—142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station, Ham. 9661. [C3111

**3-litre** Alvis TC21/100 modifications, outstanding condition; price on request.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth (Southbourne 4334). [C4024

**BROOKLANDS**, sole London distributors, low mileage used models in stock: 105, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m. Saturdays 4.30 p.m. [C1029

**1947-8** Alvis 1½ super modern streamlined; £345. Terms and exchanges.—Harrison, Four Seasons Garage, 601-609, King's Rd., S.W.6. Renown 4492. [C3059

**1949-50** Alvis TA 14hp 4-door sports, black/red interior, radio, almost as new; £450; consider part-exchange.—14, Bokington Ave., Worthing 1839. [C4027

**1948** Alvis 14 saloon, recent Alvis overhaul, black, fitted radio, probably the best on offer: £495.—Finchley Motors, 23, Ballards Lane, N.3. Finchley 1503. [7626

**TC21/100** Grey Lady, maroon/red, radio, pass lamps, heater, screen washers, wire wheels, dual exhausts, etc. £385.—Chipped Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1046

**111**—£395: June, 1951, Alvis 3-litre sunshine saloon, this car has been works maintained, has had 1956 manifold and carburetor modifications, the whole car is in remarkable original condition throughout, cost £2,000; at price offered it is ridiculous, but it must be sold; first caller will buy.—125, High St., South, East Ham, E.6. Grangewood 2530. [C4032

**TOP** price paid for good Alvis.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Alvis Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**G**ATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London. N.6. Mountview 4444. [W2021]

**ERIC HAYES Ltd.** will always purchase good post-war Alvis cars.—Tel. Ambassador 8266. 13, Bishop's Bridge Rd., London. W.2. [W2033]

## Alvis Spares and Service

**SERVICE** and spares for Alvis cars.  
**ALVIS Ltd.** Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.  
**ND at Alvis Ltd.** Service Station, John Lane, off A Broad Lane, Coventry. Tel. Tile Hill 66331. 'Grams: Alvis, Coventry. [0951/R]

**MANCHESTER**—Alvis repairs and spares, main agents.  
**FREEMAN Ltd.** Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0653/R]

**L**ANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0738/R]

## AMERICAN CARS

## SIMPSON'S offer:—

**1956** Oldsmobile Super 88, unregistered, 2-door holiday, r. & h., power brakes, electric windows and many other extras; list price.  
**1956** Oldsmobile 98, 4-door holiday, unregistered, r. & h., power brakes all other extras; list price.

**1956** Oldsmobile 98, 4-door holiday, unregistered, r. & h., power brakes and steering, electric windows and many other extras; list price.  
**1956** Pontiac Pathfinder station wagon, unregistered, r. & h., all extras; list price.

**1956** Ford Fairlane, black and white, Fordomatic drive, r. & h.  
**1955** Plymouth, r.h.d., hydramatic drive, r. & h.

**1954** Pontiac convertible, r. & h., power brakes and steering, all extras.  
**1953** Chevrolet drop head convertible, r. & h., all extras.

**1952** Hudson r.h.d. Hornet, r. & h., all extras.

**1952** Buick Special 2-door saloon, r. & h., signals, seat covers.  
**1951** Packard 2-door, overdrive, r. & h., signals, white side wall tyres.

**1951** Plymouth convertible, r. & h., electric hood.

**1951** De Soto shooting brake, all extras.

**1950** Buick Special, r. & h., all extras.

**1949** Chevrolet, r. & h.

**SIMPSON'S MOTORS (WEMBLEY) Ltd.** (American Car Specialists), 345, High Rd., Wembley 5691/3903. [C4015]

**ALEX COWLEY (AUTOMOBILES) Ltd.**

**ALWAYS** have a large and varied selection of '53 to '56 models in stock, including Cadillac, Buick, Chevrolet, Oldsmobile, Studebaker, Dodge, convertibles, sedans, ranch wagons.

**ALEX COWLEY (AUTOMOBILES) Ltd.**, 15, Warren St., London, W.1. Euston 2565/1143/8563. [C1111]

**MERCURY convertible**, 1955, 25,000 miles, auto transmission, radio, heater, etc.; £850.—Kendall, Holborn 9471. [7128]

**SELECTION** of good quality used American cars, etc., in stock; part exchange welcomed; immediate hire purchase and insurance; write or phone.—Post-war cars, 436/438, Lady Margaret Rd., Southall, Tel. Warlow 5028. [C3109]

**JOE THOMPSON MOTORS, Ltd.**, offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to be seen at our showrooms at 31/35, Fulham Rd., South Kensington, S.W.3. Ken. 4658. [C4028]

**AMERICAN CARS WANTED**: top prices paid for all types of American cars, before selling let us quote you a price.  
**POSTWAR CARS** 436-438, Lady Margaret Rd., Southall Middx Warlow 5028. [W5109]

**ALEX COWLEY (AUTOMOBILES) Ltd.**, 15, Warren St., W.1. Euston 2565/1143; and at 18/20, Whitfield Place, W.1. Euston 8563. [W1111]

**BRITISH & COLONIAL MOTORS, Ltd.**, distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.

## ARMSTRONG SIDDELEY

## GUY SALMON

The Armstrong Siddeley specialists, for sales, service or advice on these fine cars.  
**FULL** range of n.w. Sapphires for inspection and trial.  
**OFFER** the following examples:—

**1955** Armstrong Siddeley Sapphire 7-passenger limousine, offers.  
**1957** (Oct. '56) Armstrong 234, overdrive, H.M.V. radio, wire wheels, 2,000 miles; £1,385.

**1956** Armstrong 234, 2,000 miles, overdrive, sunshine roof, H.M.V. radio, offers.  
**1951** Armstrong Siddeley Whitley 4-light saloon; £595.—Portsmouth Rd., Thames Ditton. [4001]

**1952** Armstrong Hurricane, blue and blue leather, radio, heater, good condition; £425.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

## ARMSTRONG SIDDELEY

**P & J** PASS & JOYCE, the Armstrong Siddeley people, offer a miscellaneous selection of used Armstrong Siddeley Sapphires ranging in price from £295.

**ALL** these cars have been carefully inspected by our specialist mechanics and are covered by our 4 months' guarantee.

**1956** Armstrong Siddeley Sapphire saloon, automatic transmission, radio, one owner, black with red interior; £1,645.

**1956** Armstrong Siddeley Sapphire 236 saloon, manual gear box, overdrive, radio, silver grey with grey interior; £1,295.

**1955** Armstrong Siddeley Sapphire saloon, synchromesh gear box, one owner, grey and black with red interior; £1,245.

**1952** Armstrong Whitley saloon, pre-electric gear box, loose covers, black with tan interior; £495.

**LET** us quote part exchange prices and demonstrate the typical Pass & Joyce used car to you. We are the largest Sapphire distributors.

**PASS & JOYCE**, 184, Great Portland St., W.1. Museum 1001. [C5039]

**ARNES OF ALBEMARLE STREET** offer:—  
**1955** Armstrong Siddeley Sapphire automatic, black/silver grey, low mileage, immaculate; £1,195.

**THE** above car carries our 3 months' guarantee.  
**SHOWROOMS**: 28, Albemarle St., W.1. Hyde Park 9323.  
**SPARES** and service: Steeles Rd., Haverstock Hill, N.W.5. Primrose 4467. [C1109]

**WM** WELBECK MOTORS offer a choice of 2 superb Armstrong Siddeleys:  
**1953** Armstrong Siddeley Sapphire, synchromesh, black, mileage 20,000; £775.

**1952** Armstrong Siddeley Whitley saloon, synchromesh, grey/green, mileage 19,000, a most exceptional car, £495.

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4049]

**CAR MART, Ltd.**  
**£395**—Armstrong Siddeley Hurricane drop head, heater, (extras), registered April, 1954.  
**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**BENTALLS Ltd.**  
**1955** Armstrong Sapphire, automatic, 2-tone green; £1,095.—Kingston-on-Thames, Kingston 1001.

**CAR MART, Ltd.**  
**£950**—Armstrong Siddeley Sapphire preselector saloon, heater, registered February, 1955.  
**CAR MART, Ltd.**, 297 Euston Rd., N.W.1. Euston 1212. [C1039]

**G. S. HALL** offer:—  
**£795**!!—1954 Armstrong Sapphire saloon, choice of 2 low mileage specimens—302, King St., Hammersmith, W.6. Riverside 2861. [C2100]

**CHARLES FOLLETT Ltd.** official Armstrong Siddeley retailers, offer:—  
**1954** (October) Armstrong Sapphire, automatic gear box saloon, black, one owner, radio, twin carburetors, twin exhaust system, three months' guarantee; £1,095.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.  
**SERVICE**: Works and Stores, Barnsdale Yard, off Elgtr. Ave., W.9. Cunningham 5936. [C2610]

**1953** Armstrong, drop head, in royal blue, absolutely unmarked and as new, heater; £565.  
**HILLS OF WOODFORD**, 75, High Rd., Woodford Green, Essex. Buc 2186. [7205]

**1955** Armstrong Sapphire, one owner, low mileage, 2-tone, heater, superb; £995.  
**HILLS OF WOODFORD**, 75, High Rd., Woodford Green, Essex. Buc 2186. [7206]

**1950** Armstrong Whitley saloon, black, heater, radio, chauffeur kept, in attractive condition; £545.  
**WOOD & LAMBERT Ltd.**, 49, Stamford Hill, N.16. Sta. 3434. [C4093]

**1952** Armstrong Whitley saloon, an excellent example of a coachbuilt saloon, immaculate; £420.  
**STADIUM GARAGE (CRAWLEY), Ltd.**, 11, Old Rd., Crawley, Sussex. Tel. Crawley 1080-5. [7587]

**1953** Armstrong Whitley, black, synchromesh gear box, heater, low mileage, excellent condition; cost over £1,400; £495.  
**JOHN CAMPBELL MOTORS, Ltd.**, 415, Holloway Rd., N.7. Tel. North 4461. [C1036]

**1953** Armstrong Whitley saloon, radio, heater, one owner, magnificent, guaranteed; £420; payments—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

**£299**!!—1949 Armstrong Siddeley Lancaster 4-door saloon, immaculate grey cellulose; also 1951 Armstrong Siddeley coupe, 2 owners, gift at £325.

**LAMBS OF WOOD GREEN** (established 1897); 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1953** Armstrong Whitley 6-light saloon, duo-grey, H.M.V. radio, exceptional; £475.—H. A. Saunders, Ltd., Austin House Highfield, N.W.11. Speedwell 0011. [C4004]

## ARMSTRONG SIDDELEY

**1956** (July) Sapphire 234, grey/green nylon interior, fitted overdrive, heater, etc., one careful owner, 2,000 miles only; £1,350.—Hutton Cross Garage, Feltham 2176. [C2092]

**1956** Armstrong Siddeley Sapphire saloon, duo grey, with red upholstery, automatic transmission, one owner, registered January 1; £1,575.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [7711]

**1954** model delivered January 1955 Armstrong Siddeley Sapphire, electric, beautiful condition, radio, one private owner, now selling; £875 o.n.o. Trade enquiries welcomed.—Apply Chauveffeur, Addiscombe 5358. [7687]

**1947** (Aug.) Armstrong Hurricane, a beautiful car in outstanding condition, bottle green, heater, unmarked throughout; £295; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**Armstrong Siddeley Cars Wanted**  
**TOP** price paid for good Armstrong Siddeley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

**ARNES OF ALBEMARLE ST.**, the Armstrong Siddeley specialists are ready buyers of good Armstrongs.—28, Albemarle St. Tel. Hyde Park 9323. [W1109]

**ALMOST** new Armstrong required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4015/R]

**Armstrong Siddeley Spares and Service**  
**ROOT ENGINEERING, Ltd.**

**ARMSTRONG SIDDELEY** specialists: complete overhauls and engineering service; 24-hour exchange engine and gear box services, exact guaranteed services by specialists; trade and retail.

**PREFLECTOR** gear boxes exchanges, reconditioning 40-hrs.—Arrot Eng., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0644/R]

**PASS & JOYCE Ltd.**, 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [0608/R]

**PASS & JOYCE Ltd.**, England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the official London Armstrong Siddeley service station for all after-sales service and spare parts: works—The Hyde, Edware Rd., Histon, N.W.9. Colindale 5431. Armstrong Siddeley Motors, Ltd., Purley Way, Croydon, Surrey. [0760/R]

**ASTON MARTIN**  
**CHIPSTEAD MOTORS, Ltd.**

**DROPHAD DB2**, Vantage, Al-Fin, new X tyres, radio, heater, Marshal head and pass lamps, low mileage; £1,385.

**DROPHAD DB2**, 1953 blue, replacement Vantage engine, radio, heater, etc., specimen.  
**DROPHAD DB1**, recent new engine and hood, etc.; £545.—197, Fulham Rd., Kensington, London, N.W.3. Maxman 0052/7253/7154. [C1046]

**TOLWORTH MOTORS, Ltd.**  
**1956** model Mark I DB2-4 3-litre, 4,500 miles, chromed wheels, radio, one owner, as new; £2,195.

**1953** model DB2, Vantage specification, recent engine overhaul, chrome wheels, magnificent condition; £1,165.—Kingston By-Pass, Tolworth, Elmbridge 2254. [C4061]

**GUY SALMON AUTOMOBILES** offer:—  
**1955** Aston Martin 3-litre saloon, 11,000 miles; offers.—Portsmouth Rd., Thames Ditton. Emmerbrook 5551-2-3. [C4001]

**1956** Aston Martin Mk 2, 3-lit. DB2-4 d.h. coupe, Alfin drums, 4,300 miles.  
**1955** (Sept.) Aston Martin DB2-4 Mk. 1 saloon, 10,000 miles.—Brooklands, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m. Saturdays 4.30 p.m. [C1029]

**HWM** official distributors offer the largest selection of cars in the country.  
**SEE Display Panel on page 30.**

**HW MOTORS, Ltd.**,—George Abecassis, Walton-on-Thames 2404-5-6. [4690]

**1953** DB2, new Vantage engine, 8,000 miles, Alfin brakes; £1,295.—Maurice Charles Motors, Ltd., Cardiff 78000. [7169]

**1938** Aston Martin 2-litre short chassis; £160; engine reconditioned last November, first-class condition; reason for sale broke; offers.—Box 5536. [7669]

**1955** series Aston Martin DB2-4 3-litre drop head coupe, S.R.G. red leather and hood, nominal mileage.—Ivor Beal Ltd. 33 Scarsdale Villas, Kensington, W.8. Western 2788. [C1114]

**J. H. BARTLETT** the Aston Martin buyers—Aston Martin superb DB2-4 saloon, every extra, £1,450; Aston Martin DB3 140 m.p.h. competition two-seater, £825.—27, Pembroke Villas, W.11. [C1015]

**1955** (Aug.) Aston Martin DB2-4 saloon, 8,000 miles, moonbeam grey with red upholstery, heater, radio, windscreen washers, red nylon seat covers, one owner, £2,100 o.n.o.—Grant, 12, Fulwood Park, Liverpool. Tel. Lark Lane 5862. [7570]

**1952** (Oct.) DB2 saloon black/beige leather, engine to vantage spec, fitted special exhaust cam shaft and twin exhaust system, Alfin drums, chrome wire wheels and Michelin X tyres, engine and gear box oil temp. gauges, hooded instrument panel, radio and twin fog/driving lamps with stone guard; this car has been works maintained and is in pristine condition throughout, it is known to be the most immaculate DB2 in this country to-day; £1,350.

**GORDON WHITE & Co., Ltd.**, Austin House, Gards Cross 2077-8. [7647]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ASTON MARTIN

**1955** (June) Aston Martin DB2-4 3-litre saloon, low mileage, moonbeam grey, red upholstery, fitted H.M.V. radio, heater, screen washers, spotlamps, etc., in immaculate condition throughout and maintained regardless of cost; £1,945.—University Autos, Reading 2568. (W7520)

**WANTED**—Aston Martin DB2-4, must be sound; please state price.—Box 5230. (C603)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**Aston Martin Spares and Service**  
**FRIARY MOTORS**, Ltd.—Spares sales and service for pre-war Austons.—Old Windsor, Windsor 3002/3. (W779/R)

## ASTON SEVEN

**AUSTIN 7** sports special 2-seater, excellent running order, good appearance; £65; deposit £32/10 and 14 h.p. monthly payments of £3/2/6.—Cooden Eng. Co., Ltd., Cooden, Bexhill. Tel. Cooden 600. (W644)

## AUSTIN A30

**CAR MART**, Ltd.  
**SOLE** London Austin Distributors.

**1955**—56 Austin A30 2- and 4-doors; a selection from £425.

**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

**CAR MART**, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. (C1089)

**SLOCOMBES**, Ltd.

**1955** (November) A30, heater, immaculate; £445; part exchanges, cars or motor cycles. Dux, den Hill Lane, N.W.10. Willesden 4869. (C4017)

**L. F. DOVE**, offer:—

**1955** A30 Countryman, low mileage, heater; £475. S.W.19. Liberty 3456. (C1077)

**G. S. HALL**, offer:—

**1956** new A30 saloon, choice of colour, fantastic reduction on list, part exchanges welcomed.—302, King St., Hammermith, W.6. Riverside 2881. (C2100)

**UTOSALES (LONDON)**, Ltd.

**1955** Austin A30 2-door de luxe saloon, small mileage, one owner, fitted heater; £435.—Belisle Rd., N.W.6. Maida Vale 5555/2155. (W808)

**H. A. SAUNDERS**, Ltd., offer:—

**CHOICE** of several small mileage models from £425.

**H. A. SAUNDERS**, Ltd., 836-842 High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

**WARWICK WRIGHT**, Ltd., offer:—

**1955** Austin A30 2-door saloon, grey, red upholstery 10,000 miles; £465.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 5761; Lords Court, St. John's Wood, London, N.W.8. Cunningham 4491. (C4045)

**ELM AUTOSALES (MORDEN)**, offer:—

**1955** Austin A30 4-door, 7,000 genuine miles only, one owner, spare—used, obviously like new, and over 45 m.p.g.; £430—28, Abbotsbury Rd., Morden. Mitcham 7122. (C2097)

**BROADWAY MOTORS**, Hounslow, offer:—

**1956** new A30 2-door saloons, considerably under list, part exchanges welcomed.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. (C1113)

**JACK BOND** (West End branch) offer:—

**£465**—A30, 1956, 4-door, negligible mileage.

**VINTAGE AUTOS**, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. (C4079)

**D. J. SHEPHERD & Co. (ENFIELD)**, Ltd., offer:—

**1956** Austin A30 2-door grey saloon, heater, etc., 5,000 miles only, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 438, Hertford Rd., Enfield 1681. (C4009)

**1955** A30, genuine 5,000 miles, extra, looks like new, guaranteed; £440.—Below.

**1954** A30, black, beautifully maintained; £380.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

**NEW** Austin 2- and 4-door saloons at reduced price.—Below.

**£445**—1955 (July) A30 2-door, green, 9,000 miles.—Below.

**£390**—1954 (March) A30 2-door, black, one owner.—Vandervells Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. (C4067)

**1955** A30 4-door, 12,000 miles, loose covers and extra in excellent condition; £445.—Below.

**REYS MOTORS**, Ltd., 73-75, Albany St., N.W.1. Euston 6994. (C672)

**1954** Austin A30 2-door saloon, fawn with brown interior, fitted heater; £395.

**1955** Austin A30 4-door saloon, grey with red interior, heater; £425.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2006)

**1953** Austin A30 4-door saloon, black with heater; £385. Ford 11 plus 90-day warranty.

**BRENT CROSS GARAGE**, Ford distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. (C1097)

**1954** A30, black, light brown upholstery; £385; terms, exchanges.—Primrose 6666. (C5106)

**1954** Austin A30, black/red, heater; £425.—Odeon Motors, Ltd., Bar. 1144. (C3028)

## AUSTIN A30

**1956** Austin A30 2- and 4-door saloons, works mileage, new and unregistered; special price.  
**LANKESTERS (SURREY HILLS)**, Ltd., Sunning Hill Rd., Elm. 0570. (0515/R)

**1955** Austin A30, green, one owner, heater, very low mileage, a new car in every way; £449.  
**HILLS OF WOODFORD**, 45, High Rd., Woodford Green, Essex. Buc. 2186. (W207)

**1956** (Nov.) Austin A30 2-door saloon, black, works mileage, fitted heater; £395.

**CHARLES RICKARDS**, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. (C3050)

**1954** Austin A30 2-door, Chelsea grey, one owner; £395.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

**AUSTIN A30** 2-door saloon, htr., extras, unregistered; £500.—Rapid Motors, 176/176, York Way, N.1. Ter. 4124. (C4097)

**1955** A30, 4-door, heater; £450.—Davies Car Centre, Ltd., 22-24, Horn Lane, London, W.3. Acton (C1120)

**1955** Austin A30 4-door saloon, one owner, heater, blue, 12,000 miles; £465.—Salmons Garages, Ltd. Temple Bar 3338. (C4029)

**1953** Austin A30 4-door saloon, fawn/brown, one owner, taxed, heater, a very clean car, 3 months guarantee; £375.

**TRINITY CARS**, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4034)

## Supply and demand . . . .

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted.

## The Autocar

is second-to-none  
in pulling power

**JACK ROSE**, Ltd., offer 1956 Austin A30 in green, 7,000 miles, unmarked; £475.—Stafford Rd., Wallington. Wallington 6677. (C3056)

**!!!**—3 genuine A30 saloons, all at to-day's silly prices. !!! must be sold, please call—135, High St. South, East Ham, E.6. Granewood 3834. (C4032)

**1954** Austin A30 saloon, black and red, heater, 9,000 miles, one owner; £425.—Regent Lion Group 26, Queensway, W.2. Bayswater 0136. (C3110)

**ALEXANDER** Laystall Hi-Power conversions for economy; send for data sheet and road tests.

**ALEXANDER ENGINEERING** Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. (C1094)

**CHOICE** of 3 from £395: 1955 Austin A30 saloons, 50 m.p.g. all as new.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (C4007)

**AUSTIN A30** for economy: we can offer an August '55 for £465, fitted with heater, 14,000 miles; terms.—Arling Motors, Ltd., 46, London Rd., Romford 7234. (W664)

**1955** Austin A30 low mileage 2-door saloon, black with red upholstery; £435; terms, exchanges.—Chelsea Cars 363, Fulham Rd., Chelsea, S.W.10. Flaxman 2661. (C1115)

**1955** (March) Austin A30 2-door saloon, green, fitted heater, 11,000 miles, one owner; £455.

**I. F. DOVE**, Ltd., 115, Addiscombe Rd., Croydon, Tel. Addiscombe 3066. (C1076)

**PRIDE & CLARKE**—1955 Austin A30 4-door saloon, 4,800 miles, heater; £459. 1956 2-door, heater; £429. 1955 2- and 4-door, low mileage, heater; from £359. 1954 2- and 4-door, heater; from £369.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

**TANKARD & SMITH**, Ltd., offer 1956 Austin A30 4-dr. saloon, black/red, supplied by us to one careful owner, 6,000 only; £510. Three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Faxman 4501-2-3. (C4025)

## Austin A30 Cars Wanted

**C**  
**CAR MART**, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

**CAR MART**, Ltd., 362, Streatham High Rd., S.W.16. Streatham 0054. (0852/R)

**Austin A30 Cars Wanted**  
AUSTIN A30 saloon required; about £300; cash payment.—Greenway, 31, Alresford Rd., Winchester. (W1010)

**TOP** price paid for good Austin A30s.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

**WANTED**, good A30 2-door saloon or Morris Minor convertible by private cash buyer in London.—Box 5554. (W773)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN EIGHT

**1947** (July) Austin 8 4-door saloon, black with interior, one owner only, good condition; £215—227, Upper Richmond Rd., Putney, S.W.15. Putney 2770. (W7410)

**AUSTIN** 8hp 4-door sun roof saloon, in black with brown leather trim, this vehicle was used by a company director as a second car and is in exceptional condition throughout, a new engine was fitted in February this year, the brakes and steering have been recently overhauled, new tyres, date of original registration April 15th, 1947; £250; hire purchase available; part exchange considered.—Chesterfield Motors, 115, Regents Park Rd., N.W.1. Primrose 6644. (W582)

**Austin Eight Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN TEN

**1947** Austin 10 saloon, one owner, extremely well-maintained car that runs and looks as good as new; £280; choice of another in first-class order with many extras at £270.—Jennings, Richmond 3366. (C3416)

**245** hrs.—Austin 10 October 1946 saloon, sliding head, leather, heater, one owner, reconditioned engine, good tyres; choice of 2; terms, exchanges. Tel. on 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**Austin Ten Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN A40

**CAR MART**, Ltd.  
**SOLE** London Austin Distributors.

**1953**—54 Austin A40 Somerset saloons; a selection from £450.

**CAR MART**, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

**CAR MART**, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. (C1039)

**TOM GARNER**, Ltd., offer:—

**1954** Series Austin A40 Somerset convertible, green, heater, radio, 22,000 miles; £475.

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

**RAYMOND WAY OF KILBURN**.

**1953** model Austin Somerset saloon with sunhine roof, finished in Dorchester grey with tan upholstery, a 33,000 miles car which has been very well maintained, extras include heater, windscreen washers, twin wing mirrors and petrol locking cap; offered at 410gns.

**OPEN** 9 a.m. to 8 p.m., 6 days a week.—Maida Vale 6044. (C4040)

**H. A. SAUNDERS**, Ltd., offer:—

**1954** Austin A40 coupe, black, red upholstery; £485.

**1955** A40 Cambridge saloon, black, red upholstery, heater; £545.

**H. A. SAUNDERS**, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092)

**D. J. SHEPHERD & Co. (ENFIELD)**, Ltd., offer:—

**1949** Austin A40 saloon, excellent condition; £385.—D. J. Shepherd & Co. (Enfield), Ltd., 438, Hertford Rd., Enfield, Howard 1681. (C4009)

**TANKARD & SMITH**, Ltd. (Tottenham), offer:—

**1952** Austin A40 Somerset, green/brown leather, heater, nicely maintained; £385.—226, High Rd., London, N.15. Tot. 0414. (W7705)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:—

**1952** (late) Austin A40 Somerset; £385.

**1949** Austin A40, fitted heater; £295—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

**1955** (January) Austin A40 Cambridge saloon, fitted heater, in very good order; £499.

**1955** (September) Austin A40 Cambridge saloon, carefully used by one owner, heater, splendid condition; £525.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

**1953** Austin A40 Somerset saloon, one owner, de luxe model, heater, leather upholstery; £425.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

**1953** Austin A40 Somerset, beige, heater, new engine Oct. 1956; £445.

**1949** Austin A40 Devon, grey, sun roof, radio, heater, excellent condition; £350.—Salmons Garages, Ltd. Temple Bar 3338. (C4029)

**1953** Austin A40, grey/blue, one owner, in very fine condition; Ford A1 plan, warranty; £450.

**BRENT CROSS GARAGE**, Ford Distributors, Hendon Way, Hendon N.W.4. Spe. 1196. (C1097)

**1949** A40 4-door, heater; £285; terms, exchanges.—Primrose 6666. (C5106)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A40

1951 dark green, heater, covers, outstanding condition: £375.  
**ERIC HAYES, Ltd.** 13, Bishops Bridge Rd., W.2. [C2035]

1954 Austin A40 de luxe saloon, one owner, 26,000 miles, spotless black cellulose, choice 2 others.  
**LAMBS OF WOOD GREEN** (Established 1897), 100 L. guaranteed cars; exchanges, hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2052]

1955 A40, de luxe, low mileage: £545—**Sidney Marcus, Ltd.**, 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

1951 Austin A40, heater, almost unmarked condition: £325—**Kirkdale Cars, Kirkdale, Sydenham, S.E.26**. Sydenham 6129. [C2068]

1949 A40 Devon saloon, black, heater, sun roof, taxed, guaranteed: £299; terms, exchanges—**Newbery Cars, Muswell Hill, N.10**, Tudor 3394. [C3102]

1950 A40, grey, a sound family car: £360—**Smith & Hunter, 376, Kensington High St., W.14**. Western 2512. [C4019]

1954 Somerset, cream, red leather, heater, sliding head: £475—**Beaucher & Son, Oswestry, Shropshire**. Tel. 213. [C7875]

1949 Austin A40 saloon, one owner: £315—**Metro-politan Motors, Horn Lane, Acton, W.3**. Acorn 5064. [C3080]

1955 A40 saloon, guaranteed: £510. Payments—**Oldfield, 386, Kensington High St., W.14**. Wes. 6631. [C3029]

1952 Somerset saloon, reconditioned engine, excellent throughout: £385—**Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3848**. [C7112]

1953 Somerset saloon, black, heater, one owner, splendid throughout: £475—**Davies Motors, Ltd., 275, London Rd., Staines**. Tel. 4211-5. [C1080]

1954 Austin A40 Somerset de luxe, cream, red leather, heater, sun roof, exceptional: £495—**Salmons Garages, Ltd., Temple Bar 3359**. [C4029/1]

1948 (Nov.) A40 Dorset, radio, heater, loose covers, recently repainted, in splendid order throughout: £275—**Bruce France, 8a, Cromwell Mews, South Kensington Flaxman 0513**. [C2096]

**TANKARD & SMITH, Ltd.** offer 1948 Austin A40 Dorset, black/beige, beautiful condition: £335. Three months written guarantee—194-196, Kings Rd., Chelsea S.W.3. Flaxman 4801-2-3. [C4025]

1950 A40 Countryman, original suede green, brown interior, heater, etc.: £295. Terms and exchanges—**Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6**. Renown 4492. [C3059]

**SPINKINS (TWICKENHAM), Ltd.** offer (August) 1953 A40 convertible, really excellent condition, one owner: £495—83-101, Heath Rd., Twickenham, Popesgrove 1035-6-7-8. [C7213]

1953 Austin A40 Somerset saloon, heater, one owner, low mileage, guaranteed: £430; exchanges, terms—**Palmer, 7, Russell Garden Mews, Kensington, W.14**. Park 9704 & 5968. [C3034]

1951 A40 Devon, steering column gear lever, heater, a very nice clean and sound car; open to any inspection; can arrange terms: £325 or near offer; after 7 p.m. or week-ends Speedwell 7179. [C7569]

£445—Austin A40, 1953, outstanding example, host extras, also special economist extra 5 mpg, choice 4; many others; we welcome A.A. or R.A.C. exams; hire purchase, exchanges; existing h.p. a/c's settled.  
**BENMOTORS, 1, Clarendon Rd., W.11** (50yds. Holm Park Tube). Park 5066-7 and 5971. [C1017]

315 gns.—Austin A40 1949 Devon saloon, blue, heater, loose covers, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays—**Rowland Smith, Hampstead (Hampstead Tube)**. Hampstead 6041. [C4018]

1951 (April) Austin A40 Devon saloon, grey and chromium with blue leather sliding roof, heater, a really exceptional and outstanding low mileage car the sort you look for, but don't often find, written guarantee, £375; terms, exchanges—**H. F. Edwards, 154, Great Titchfield St., London, W.1**. Langham 0012. [C2003]

## Austin A40 Cars Wanted

**CAR MART, Ltd.**, London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.  
**CAR MART, Ltd.**, 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C0957/R]

TOP price paid for good Austin A40—**H. F. Edwards, 154, Great Titchfield St., London, W.1**. Langham 0012. [C2003]

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin A40—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

## AUSTIN A50

**CAR MART, Ltd.**, London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.  
**CAR MART, Ltd.**, 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C0957/R]

1955-56 Austin A50 Cambridge saloons: a selection from £525.  
**CAR MART, Ltd.**, 163 Bromley Rd., S.E.6. Hither Green 6111. [C1039]

**CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

**ALEXANDER Layzell Hi-Power conversions for A50**, amazingly improved performance and economy; send for data sheet and road tests.  
**ALEXANDER ENGINEERING Co., Ltd.**, Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

1955 model A50, one owner, quite spotless: £560—**Smith & Hunter, 376, Kensington High St., W.14**. Western 2512. [C4019]

## AUSTIN A50

**MANN EGERTON**  
 1956 Austin A50 saloon de luxe, grey, 9,000 miles; heater: £695.  
**MANN EGERTON, 14, Berkeley St., W.1**. Hyde Park 2073. [C2006]

**H. A. SAUNDERS, Ltd.** offer:—  
 1955 A50 de luxe saloon, black, red upholstery, heater: £565.  
 A50 de luxe saloon, tweed grey red upholstery, heater: £545.  
**H. A. SAUNDERS, Ltd.**, 636-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

1956 (Nov.) Austin A50 Cambridge de luxe, tweed grey with red leather upholstery, works mileage: £785.  
**CHARLES RICKARDS, Ltd.**, 56, Bayswater Rd., W.2. Cad. 3440. [C3050]

1955 (series) 16/11/54 Austin A50 saloon de luxe, Chelsea grey/red leather, heater, over-riders, etc., one owner, nominal mileage, all new tyres, taxed: £515.  
**ALTWOOD GARAGE, Altwood Rd., Maidenhead**. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 5076. [C1107]

**Austin A50 Cars Wanted**  
**CAR MART, Ltd.**, London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C0958/R]

**ALMOST** new A50 required immediately—**Morley, 76, Cambridge Rd., Kingston**. Kingston 8895. [C4018/R]

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin A50—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

## AUSTIN TWELVE

**J. DAVY, Ltd.**, Austin agent.  
 1938 Austin 12 4 saloon, hide, in sound mechanical condition: £120.  
 180-184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

£185—Austin 11.9 Ascot saloon de luxe, 1939, black/beige, whole car inside and out in faultless condition, tyres, brakes, battery, etc., perfect reconditioned engine recently fitted; terms, exchanges—**Roberts, 26, Cleveland Gdns., London, W.2**. Ambassador 3566. [C7583]

## Austin Twelve Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin 12—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

## AUSTIN SIXTEEN

**A & S LTD.** Austin Hirecars. See under Limousines column.  
**A. LPE & SAUNDERS, LTD.** (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges), Mayfair 2941. [C1006]

**HEARSE'S** Brochures available. We build deck or heater, on the 16 chassis; inspection invited.  
**A. LPE AND SAUNDERS (COACHBUILDERS), LTD.**, Station Approach, Kew Gardens, Richmond 1161. [C1102]

195 gns.—Austin 16 1946 saloon, black, sliding head, brown leather, heater, very good condition; choice of 2; terms, exchanges, list. Open 9-7 week-days and Saturdays—**Rowland Smith, Hampstead (Hampstead Tube)**. Hampstead 6041. [C4018]

**HIRE Car 7-seater limousine 1950 model**, Austin 16hp four-door series in black with brown hide upholstery and trimming front and rear, forward occasional and division, one owner since new, reconditioned engine just completed 6,500 miles, Ace Rim-bolishers, pass lights, excellent tyres, extremely good condition throughout: £475.  
**CAMDEN MOTORS, The Limousine Specialists**, Leishon Buzzard 2041. Write for special Hire Car Catalogue and Illustrated Brochure. Showrooms open until 8 p.m. [C1035]

## Austin Sixteen Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin 16—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

## AUSTIN A70

**CAR MART, Ltd.**  
**SOLE London Austin Distributors.**  
 1954 Austin A70 Hereford saloons: a selection from £495.  
**CAR MART, Ltd.**, 16, Uxbridge Rd., W.5. Ealing 6600. [C1039]

**CAR MART, Ltd.**, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

**H. BEART & Co. Ltd.** offer:—  
 1953 Austin A70 saloon, finished black, in nice condition throughout: £395—102, London Rd. and High St., Kingston-on-Thames. Kingston 3548. [C1081]

**HENLYS** offer with 4 months' guarantee:—  
 1951 Austin A70 Countryman, heater, one owner, metallic grey with tan interior: £425.  
**HENLYS, Ltd.**, Parkway, Regents Park, N.W.1. Gulliver 5721. [C7748]

**CM I CAR SALES** (Primrose 6623) offer:—  
 1953 Austin A70 Hereford, heater, radio, one owner, taxed: £400.  
**3 MONTHS' guarantee**; terms; list on application—**Swiss Cottage, Finchley Rd., N.W.3**. [C1051]

1952 (Nov.) Austin A70 Hereford, one owner, beige, heater, unmarked condition: £375.  
**THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey**. Richmond 4822-3. [C1116]

## AUSTIN A70

1952 Austin A70, green, radio, heater, many other extras, must be seen: £475.  
**HILLS OF WOODFORD, 75, High Rd., Woodford Green, Essex**. Buc. 2186. [C1102]

**HEARSE'S** Brochures available. We have a Deck Heater on the A70 chassis; inspection invited.  
**A. LPE AND SAUNDERS (COACHBUILDERS), LTD.**, Station Approach, Kew Gardens, Richmond 1161. [C1102]

**A. Z. MOTORS** offer at considerable reduction 1954 Hereford Sun saloon: £450! Also 1950 Countryman: £275—**Palmerston Rd., N.W.6**. Mal. 4723. [C1011]

1954 (August) Austin A70 Hereford, one owner, finished in blue, grey, sunshine roof, heater, exceptional car, recording 12,000 miles: £485.  
**ERIC HAYES, Ltd.**, 15, Bishops Bridge Rd., W.2. Ambassador 8265. [C2033]

1951 Austin A70 saloon, black, brown leather, radio, heater, really clean and carefully used: £365—**Kings Motors, 1, High St., Hounslow**. Tel. 3532. [C2049]

1953 Hereford saloon, black with brown, new tyres, 29,000 miles, one owner, excellent condition: £425—**S. Brown & Son, Hillside Garage, Edgware Rd., Edgware 4464**. [C1023]

1954 A70, black with red trim, one owner from new: £450; hire purchase and part exchanges welcomed—**Herbert & Mills, Church Rd., Ashford, Middx.** Tel. 2960. [C2095]

## Austin A70 Cars Wanted

**CAR MART, Ltd.**, London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C0950/R]

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Austin A70 and A50—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

## AUSTIN A90

1952 Austin A90 Atlantic, hard top, blue, new tyres, radio, excellent condition: £425.  
**THE OSNLOW MOTOR CO., Ltd.**, 28, Osnlow St., Guildford. Guildford 67227-8. [C6099]

1956 Austin A90 de luxe saloon, black, one owner, works mileage new and unregistered: special price.  
**LANKESTERS (SURBITON HILL), Ltd.**, Surbiton Hill Rd. Elm. 0570. [C0516/R]

£355—1950 Austin A90 de luxe saloon, pillar-box red, beige interior, clean tidy motor car, choice also all-electric models 1950 and 1951.  
**LAMBS OF WOOD GREEN** (established 1897); 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**ALEXANDER Layzell Hi-Power conversions for A90**, gives equal performance to A105; send for data sheet and road tests.  
**ALEXANDER ENGINEERING Co., Ltd.**, Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

1950 Austin A90 Atlantic power-operated convertible, radio, heater, washers, spotlamp, loose covers, new hood: £375—**Bray Motors, 180-182, West End Lane, N.W.6**. Hamstead 6490. [C1024]

1952 Austin A90 Atlantic saloon, amazing condition, fitted radio, heater and Michelin X tyres, beautiful model with fascinating performance and roadholding: £455 or terms—**Blevins Motors, Ltd.**, 210, Barrack Rd., Christchurch 213. [C7786]

1956 model A90 de luxe (reg. Sept. 1955), in beige with dual-tone upholstery, a one-owner most meticulously maintained car in excellent condition: £645—**K.J. Motors, Ltd., Bromley**. Rav. 3456. [C7640]

## Austin A90 Cars Wanted

**CAR MART, Ltd.**, London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition—163, Bromley Rd., Catford, S.E.6. Hither Green 6111. [C0959/R]

## AUSTIN A90 (6-cyl.)

**CAR MART, Ltd.**  
**SOLE London Austin Distributors.**  
 1955 Austin A90 Westminster de luxe: a selection from £595.  
**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly), Grosvenor 3434. [C1039]

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [C1039]

**BOON & PORTER, Ltd.**  
 1956 Series Westminster, black, director's car, chauffeur driven, 13,000 miles, immaculate: £650.  
**CASTELNAU, S.W.15** (by Hammersmith Bridge). Riv. 4444. [C1022]

**H. BEART & Co. Ltd.** offer:—  
 1955 Austin A90 Westminster de luxe saloon, finished in green with green upholstery, genuine 13,000 miles, and excellently maintained by one owner since new; offered with B.M.C. warranty: £625.  
 —102, London Rd. and High St., Kingston-on-Thames, Kingston 3548. [C1081]

**H. A. SAUNDERS, Ltd.** offer:—  
 1956 A90 de luxe saloon, beige, chestnut upholstery, heater: £765.  
**H. A. SAUNDERS, Ltd.**, 636-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

1955 Austin A90 Westminster, 16,000 miles, in very good condition: £635.  
**TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, 8, 4, Park Corner**. Tel. 510 5213. [C4136]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A90 (6-cyl.)

WARWICK WRIGHT, Ltd., offer:—

1955 Austin A90 6-cylinder Westminster saloon, blue, grey upholstery, heater, 8,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 3761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

GEORGE NEWMAN &amp; Co., offer:—

1955 (April) Austin A90 Westminster saloon de luxe, 15,000 miles, one owner; £565.—369. Euston Rd., London, N.W.1. Eus. 4465. [C3023]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1956 Austin A90 Westminster; £650.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1956 A90 Westminster de luxe, new and unregistered, black with brown upholstery; £850.—Sands, Burnham, Bucks. Tel. 1084. [7322]

SPIKINS (TWICKENHAM), Ltd., offer 1956 A90 de luxe saloon, grey, red leather, Radiomobile, heater, low mileage, nearly new condition, registered January, 1956, director's own car; £745.—33-101, Heath Rd., Twickenham. Popesgrove 1035-6-7-8. [7212]

## AUSTIN A105

CAR MART, Ltd.

SOLE London Austin Distributors.

1955 Austin A105 saloon, heater, registered June, 1956. £895.—H. A. Saunders, Ltd., Edgware Rd., N.W.9. Hendon 6500. [C1039]

1956 Austin 105 de luxe saloon, grey/cream, one only, works mileage, new and unregistered; special price.

LANKESTERS (SURREY HILL), Ltd., Surrey Hill Rd., Elm. 0570. [0517/R]

1955 Brand new A105 saloon; £125 under list price.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. [C4004]

1956 A105 de luxe, Chelsea grey/zeal grey, red upholstery, new and unregistered; £995.—Sands, Burnham, Bucks. Tel. 1084. [7325]

## AUSTIN A125 &amp; A135

CAR MART, Ltd.

SOLE London Austin Distributors.

1955 Austin A135 Princess saloon, radio, heater, sliding head, registered October, 1950. £595.—CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039]

BOON &amp; PORTER, Ltd.

1952 Sheerline, grey, radio, 45,000 miles; one owner, sold and serviced by us; £425.—CASTLENAU, S.W.13 (by Hammersmith Bridge), Riv. 4444. [C1022]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Austin Princess, r and h; £595.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

HEARSES? Brochures available. We build Deck or Beaters on the Princess; inspection invited.

A. LEE &amp; SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond. 1161. [C1102]

A&amp;S LTD. A125 L.W.B. Limousines. See under Limousines column.

A. LEE &amp; SAUNDERS, LTD. (Limousines purchased). A. Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [C1006]

AUSTIN Sheerline '53, 19,000, private owner; £600.—Barrington, Hayes, Kent (Hurstway 1600). [7565]

1950 A125 Sheerline, black.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [C1076]

AUSTIN Princess Mk. III saloon, unregistered, works mileage, finished dark grey with beige interior, Automat gear box.

BUTWOODS, Ltd., Majors Corner, Ipswich. Tel. Ipswich 2271 (5 lines). [7533]

1952 model Sheerline, black, beige interior, nearly new tyres, radio, heater, exceptional car throughout, genuine mileage 39,000; part exchanges.

STANLEY GOODWIN &amp; SON, Ltd., Worcester Rd., 5 Eddinstown, Tel. No. 2204-5. [6859]

1955 Austin Sheerline May 1950, one owner, exceptional car.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. [C4004]

1950 Austin Sheerline, metallic grey, in nice condition; £385.—Jacquier, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6977-8. [C2043]

1955 (February) seven-passenger, A135 L.W.B. Princess, partition, forward occasional, leather throughout, heater, radio, one private owner, reasonable mileage, black; £2,150.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1103]

1948-9 Austin Sheerline, black, ivory hide, heater, radio, very nice condition throughout, guaranteed; £325.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049]

1955 Austin Princess, long wheelbase, many extras, black, low mileage, one owner, as new, no trade enquiries.—Robb, Horton Parade, West Drayton, Middlesex. Tel. 3221. [7163]

## Austin A125 and A135 Cars Wanted

C

M

CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0352/R]

## Austin A125 and A135 Cars Wanted

C

M

CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [0057/R]

ALPE &amp; SAUNDERS Ltd. require Princess Limousines and Saloons in above average condition.

C. Ltd., Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [W1006]

ALMOST new A125-A135 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R]

## Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0598/R]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 2235. [0541/R]

## Austin Spares and Service

A

FOR Austin.—Wimbledon for everything Austin.—Spares pre-war and post-war exchange units from stock; also 3.4 E.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0125. [0414/R]

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Rav. 3665. [0336]

THE CAR MART, Ltd.

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and 16, Uxbridge Rd., Ealing, W.9 (Ealing 6800); and 382, Streatham High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Catford, S.E.6 (Hither Green 6111). [0160/R]

AUSTIN, the main agents for spares, service and repairs.

T. Lankester Engineering Co., Ltd., 59-63, Eden St., Kingston-on-Thames. Kingston 5151-60. [0196/R]

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS &amp; Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R]

HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. [S3054]

SMITH &amp; HUNTER.—Repairs and service at the doubling works; Edge St., W.6. Rink Park 2672. Established since 1908. [S4019]

AUSTIN spares, any year, any part, largest stockists in U.K.; exchange units; try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R]

C. G. NORMAN &amp; Co., authorised Austin main spare parts stockist, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0271/R]

AUSTIN spares, all models, keenest prices, send for our 132-page illustrated catalogue, price 1/- post free.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280. [0483/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge Road, Great West Rd., Bedford, Feltham, Middlesex. Tel. Feltham 6644 (5 lines). [0399/R]

PRYNN &amp; STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.3. Brixton 1155. [0184/R]

## AUSTIN-HEALEY

COOMBS &amp; SONS (GUILDFORD), Ltd., offer:—

AUSTIN-HEALEY 100 sports, 2-seater, finished in ivory with dark blue hide interior, overdrive, wire wheels, heater, etc., low mileage, first class condition; £825.

COOMBS &amp; SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 6307-8-9. [C1057]

AUSTIN-HEALEY 100 1954, black, Le Mans tuned engine, special stiffened suspension, very good performance, immaculate condition.—Apply Parkin (Rotherham), Ltd., 247, East Bawtry Rd., Rotherham, Yorks. [7502]

ROSE &amp; YOUNG, Ltd., offer:—1956 (October) Austin Healey 100 BN2, 4-speed gear box, 800 miles only, guarantee with car, unmarked ivory; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. [C3057]

575 gns.—Austin-Healey 1954 2-seater, ice blue, blue leather, overdrive, heater, excellent condition; repairs and service; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## Austin-Healey Cars Wanted

ALMOST new Austin-Healey required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W5016/R]

## Austin-Healey Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HEALEY Car Sales require urgently good Austin-Healeys.—42, North Audley St., W.1. Mayfair 3507. [6708]

TOP price paid for good Austin-Healeys.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

## Austin-Healey Spares and Service

AUSTIN-HEALEY spares and service; for specialized Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Service: Donald Healey Motor Co., Ltd., 2-4, Recca Mews, South Kensington, Tel. Kensington 1004. [3651]

## BENTLEY (3½, 4½-litre and New 4½-litre)

C

M

CAR MART, Ltd.

£2250.—Bentley R type saloon, synchromesh, registered July, 1953.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [C1039]

H. C. PAUL, Ltd.

1954 Bentley standard steel saloon, automatic, silver grey and velvet green, speedometer reading 29,000 miles; £2,350.

1954 Bentley standard steel saloon, automatic, Tudor grey, red interior, 24,000 miles; £3,150.

1953 Bentley standard steel saloon, Tudor grey, 33,000 miles; £2,350.

1952 Bentley standard steel saloon, R-type, big boot, black, brown interior, speedometer reading 44,000 miles; £1,950.

1951 Bentley standard steel saloon, black, brown interior, big bore engine, 39,000 miles; £1,695.

1951 Bentley standard steel saloon, 2-tone grey and blue, big bore engine, speedometer reading 59,000 miles; £1,575.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]

MANN EGERTON.

1956 Bentley S Continental Mulliner saloon, black with tan leather upholstery, 7,000 miles; £6,350.

1956 Bentley S type saloon, black with red leather upholstery, 13,000 miles; £4,450.

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. [C2006]

PB, Ltd., offer:—

1947 Mark VI standard steel saloon, reconditioned engine, car very carefully maintained.

1937 4½-litre Park Ward sports saloon, exceptional condition.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033]

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have the following cars as examples:—

1955 S type standard saloon, finished in black with beige hide upholstery, 23,495 miles; registered May.

1955 sports saloon by H. J. Mulliner, finished in black and snow shadow with blue hide upholstery, many extras, registered April, immaculate.

We are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 5060. [C3032]

JACQUIER, Ltd., offer:—

1937 series H.K. 4½-litre Park Ward 4-door saloon, radio and heater in nice condition; £595.

1935 3½-litre Vanden Plas 4-door saloon, metallic grey; £395.

SEVERAL others in stock.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6977-8. [C2043]

PEDIORRE CARS offer:—

1951 Bentley Mark VI standard steel saloon, mid-night blue, grey/blue interior, really an exceptional car both mechanically and general condition; 6 months' guarantee; £1,275, which represents wonderful value.—340-2, Euston Rd., N.W.1. Euston 7889. [C3093]

KNIGHTSBRIDGE offer:—

1955 (Sept.) Bentley S series standard saloon, one enthusiastic and maintenance conscious owner, black pearl and shell grey with grey hide, almost new, 20,800 miles; £4,275.

1952 (August) Bentley Mk. VI S.S.S., big bore, small boot, duo grey, red hide interior, one owner, maintenance history, in new condition; £1,785.

1947 (December) Bentley standard steel saloon finished in green with beige hide, rear wheel spats, history, 71,000 miles only; £205.—I. Roberts Mews, Louisa Place, London, S.W.1. Sloane 4086. [C2035]

WEYBRIDGE AUTOMOBILES offer:—

1953 (July) Bentley saloon, TN series, duo-grey; £2,395.

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2235. [C4094]

WESSEX MOTORS, New St., Salisbury.

1953 (August) Bentley R-type standard steel saloon, TN series, black with brown leather upholstery, one owner, complete history available.

TEL. Mr. Moules, Salisbury 3275. [C4087]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BENTLEY (3½, 4½-litre and New 4½-litre)

**JACK BARCLAY, Ltd.**  
**EXCLUSIVE for Rolls-Royce and Bentley.**  
 OFFER the following models:—  
**BENTLEY S Series**, used cars, choice of six.  
**1954** R type standard saloon, automatic gear box, finished in black with red leather upholstery; £2,750.  
**1953** R type standard saloon, finished in velvet green with brown leather upholstery; £2,375.  
**1949** Standard saloon, finished in grey with grey leather upholstery, replacement engine with full floor oil system recently fitted; £1,125.  
**JACK BARCLAY, Ltd.**, Berkeley Square, London, W.1. Mayfair 7444. Write for stock list of other models available. Open until 7 p.m. [C1062/R]

**RUSSELL MOTORS**, offer:  
**1939** Bentley, overdrive, H. J. Mulliner saloon.  
**1939** Bentley, overdrive, Park Ward saloon.  
**1937** 4½ Bentley 4-door drop head coupe.  
**1936** 3½ Bentley, Park Ward saloon.

THE above cars in our usual immaculate condition.  
**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

**SWANMORE GARAGE, Ltd.**  
**1952** James Young 4-door saloon, 31,000 miles.  
**1952** Harold Radford saloon.  
**1950** steel saloon, engine overhauled; photograph and price on request.  
**1948** Bentley 4½ standard steel saloon.

**PHANTOM II or III** accepted in part exchange  
**1176** Christchurch Rd., Bournemouth, Southbourne 43344. [C4024]

**R. S. MEAD (SALES), Ltd.**, offer:  
**1953** Bentley R type special coachwork by Free-ston & Webb, genuine mileage 25,000, one owner, black, beige upholstery, full details on application with photographs.  
**£2,295**.—1953 (July) Bentley R type TN series, 12,000 miles only, beige leather, an outstanding one-owner car, Bentley maintained, guarantee, part exchange welcomed.  
**1952** large bore Bentley standard steel saloon, shell grey, brown leather, taxed, excellent tyres, mileage only 49,000; this car is probably the cleanest and best kept example in the country; £1,975.  
**42**, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011]

**VINCENTS OF READING, Ltd.**, offer:—  
**BENTLEY R** type saloon, automatic gear box, colour duo grey with red leather upholstery, one owner, chauffeur driven, maintained by us, first registered July 1, 1954; offered special price of £2,550.—Vincent's of Reading, Ltd., Station Sq., Reading. Tel. 54204. [C17490]

**GOY SALMON AUTOMOBILES** offer:—  
**1952** Bentley, 22,000 miles, one owner; offers: Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

**WOKING MOTORS**, Mercedes distributors.  
**1951** Bentley Mark VI, big bore, in exceptional condition throughout; £1,350.—Maybury Hill, Woking 4277-8. [C4057]

**PARK GARAGE (MOLESEY), Ltd.**, offer:—  
**1953** Bentley R-type saloon, midnight blue, 26,000 miles, many extras, superb condition; £2,650.  
**1951-2** Bentley big bore saloon, 2-tone grey, many extras; £1,750.  
**PARK GARAGE (MOLESEY), Ltd.**, Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037]

**CENTRAL GARAGE (CROYDON), Ltd.**, offer:—  
**1947** Bentley standard steel saloon, black, brown leather, radio, with very good history and 1949 body features, in excellent condition throughout; £1,000.—Fell Rd., Croydon. Croydon 7464. [C1098]

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—  
**BENTLEY Mark VI**, 1949, with James Young two-door sports saloon, 65,000 miles only, black with beige interior; £1,295.  
**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]

**1952** Bentley Mark VI 4½-litre S.S. saloon, big bore, metallic grey with grey interior; £1,945.  
**PASS & JOYCE**, 184, Great Portland St., W.1. Museum 1001. [C3039]

**CHARLES POLLETT, Ltd.**, officially appointed Rolls-Royce and Bentley retailers and repairers offer:—  
**1953** (Nov) Bentley automatic gear box saloon, black, one owner, 13,000 miles, sold new by us and regularly serviced; £2,975.

**1952** Bentley big bore saloon, black, one owner, genuine 37,000 miles only, superb order, regularly maintained in our own service station; £2,175.  
**1952** Bentley big bore saloon, green, mileage 54,000, exceptional car in every respect; £1,850.

**1950** Bentley sports saloon by H. J. Mulliner, grey, moderate mileage, regularly maintained, very handsome car; £1,750.  
**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266

**SERVICE**: Works & Stores, Barnsdale Yard, off Elgin Ave., W.8. Cunningham 5936. [C2010]

**BENTLEY (3½, 4½-litre and New 4½-litre)**  
**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—  
**19000** miles only, Bentley H. J. Mulliner razor-edge saloon, finished pearl grey, one owner, immaculate condition; £2,250. [C1001]

**JACK OLDING & Co. (MOTORS), Ltd.**, official Bentley and Rolls-Royce retailers, offer:—  
**1956** (Sept.) Bentley S series saloon, velvet green, green hide, 400 miles, one owner; £4,975.\*  
**1955** (Oct.) Bentley S series saloon, black, beige hide, 8,600 miles; £4,650.\*  
**1955** Bentley saloon, blue and shell grey, blue hide, automatic, one owner; £3,550.\*  
**1955** Bentley Continental, H. J. Mulliner, maroon, automatic, 17,000 miles; £5,650.\*  
**1954** Bentley saloon, black and shell grey, beige hide, synchromesh, one owner; £3,250.\*  
**1953** Bentley saloon, midnight blue and shell grey, grey hide; £2,350.\*  
**1950** Bentley 4½-litre saloon, black, light blue hide; £1,550.\*  
 \*PASSED by our officially appointed service works.

**AUDLEY House**, North Audley St., W.1. Mayfair 5242 (7 lines). Open to 7 p.m. [C3030]

**1937** Bentley 4½-litre Park Ward 4-door sports saloon, black and ivory, immaculate; £325.  
**MICHAEL CHRISTIE MOTORS**, Bloemfontein Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

**BENTLEY S** type saloon, finished dark green with green, mileage 17,341, first registered October, 1955.  
**BENTLEY Mk VI** standard steel saloon, first registered July, 1949; reconditioned as new by Bentley trained staff, black with brown interior.

**BOYWOOD, Ltd.**, Majors Corner, Ipswich. Tel. Ipswich 2271 (5 lines). [C7532]

**1956** (September) Bentley S series, shell grey/velvet green, beige interior, 3,000 miles; £4,595.—Windlesham, Clare Hill, Esher. [C7512]

**£1,395**!!! 1949 James Young Bentley 4½ sports saloon, immaculate condition, small mileage, if you see this you must agree it is the finest on offer.  
**LAMBS OF WOOD GREEN** (Established 1897), 100 guaranteed cars, exchanges, hire purchase—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1951** Bentley Mark VI, chauffeur driven, interior as new, history; £1,500.—Montrose Motors, Ltd., Wembley 2636/4443. [C5590]

**BENTLEY S**-type saloon, very small mileage.—David Harrison, 78 & 80, Haymarket Terrace, Edinburgh. 12. Tel. 68836. [C7768]

**1951** Bentley Mark VI big bore, 22,000 miles only, one owner; £2,000.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110]

**1953** big boot R type Bentley 4½-litre saloon, duo grey, 31,000 miles, radio, immaculate car; £2,595, August, 1954.—Oke, Knightsbridge 2305, Devon. [C7551]

**1951** (September) Bentley 4½-litre standard steel saloon, Tudor grey with light blue upholstery; £1,650.  
**RIPPOY BROS., Ltd.**, Huddersfield, Leeds, Sheffield and Bradford. [C3100]

**1938** Bentley 4½ semi-razor edge 4-door pillarless saloon by Park Ward; £465.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C7600]

**1952** Bentley standard saloon, big bore, one owner, 18,000 miles only; £2,295 for quick sale.—W. Mumford, Ltd., Abbey Garage, Tel. Plymouth 6343. [C7525]

**1953** (June) Bentley 4½-litre saloon, two-tone grey with maroon hide, Bentley history, superb car; £2,325.—Robbins, East Putney. Tel. 7881. [C3010]

**1953** R type Bentley standard steel saloon, silver grey/dark green with grey hide, one owner; £2,350.—Caffrys, Ltd., Seaford, Sussex. Tel. 32. [C7521]

**1951** Bentley Mark VI standard steel saloon, big bore, immaculate condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006/1]

**1954** (July) Bentley R type automatic S.S. saloon, 18,000 miles only, £2,295 for quick sale.—W. Mumford, Ltd., Abbey Garage, Tel. Plymouth 6343. [C7525]

**1949** Bentley saloon, recent complete overhaul, radio, seat covers, Ligeard tubes, etc., two-tone blue and grey; offers.—Liggett's Garage, Aintree, L'pool. Aintree 2935. [C7130]

**1953** (Oct.) Bentley R-type model TN, 30,000 miles, recitinated by Bentley, indistinguishable from new; a rare bargain at £2,695.—Hounslow 3999. [C2107]

**1953** Bentley R-type saloon, black and Tudor grey, biscuit upholstery, immaculate condition.—For full details apply Frances Motors, 393, Hungerstone Rd., Leicester. Tel. 68504. [C7707]

**1936** Bentley 3½-litre Park Ward saloon; this car has just been recitinated, new carpets, loose covers; £475.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110/1]

**1951** Bentley SS saloon, pearl black, red interior, one owner, recommended; £1,650 or part exchange smaller car.—Wheeler's (Newbury), Ltd., Newbury. Tel. 1020. [C7832]

**1954** Mark VI Bentley standard steel saloon, Automatic, one owner, Bentley history, excellent condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Belgrave 3721. [C3006/1]

**1948** Mk. VI standard saloon, grey and black, grey leather, in exceptional condition, history available, offered at realistic price of £1,000 in order to sell.—Box 5532. [C7656]

**BENTLEY (3½, 4½-litre and New 4½-litre)**  
**1938** (June) 4½-litre Park Ward sports saloon, grey/blue leather, fitted heater, an excellent example for its age; £435.—Central Newbury Car Auctions, Ltd., Newbury, Berks. Tel. 2003. [C17472]

**1935** 3½ Bentley drop head coupe by Park Ward, new hood and upholstery; £350.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Freemantle 3333. [C1063]

**JULY**, '53, Bentley T.N. chassis, metallic grey with pale blue leather, blue carpets, 67,000 miles, actually looks like 7,000, immaculate throughout, full history of the vehicle available; £2,300.

**WRITE**, call or phone for demonstration to: Mayfield Motors (Manchester), Ltd., 20-22, Peter St., Manchester, 2. Bla. 8583. [C6946]

**1954** Bentley R type saloon, finished in metallic grey with red hide upholstery, one owner, exceptional condition; £2,950.—Evans & O'Malley, Louisa Sq., Knightsbridge, S.W.1. Sloane 1353 and 1709. [C5903]

**1949** Bentley SS saloon, Mk. VI reconditioned engine, 64,000 miles, colour grey, new tyres, car immaculate condition, 6 months' guarantee; £1,425.—Blundell, Christ Church Rd., Folkestone 2726. [C1108]

**G & M ALFRED'S (1936), Ltd.**—1935 Bentley 3½-litre drop head four-seater coupe by Gurney Nutting, elegantly aligned, one owner, since superb throughout.—6-7 Warren St., W.1. Euston 3268. [C1005]

**ROSE & YOUNG, Ltd.**, offer 1954 (July) Bentley Mark VI automatic saloon, 30,000 miles only, one owner, duo-colours, indistinguishable from new; £2,875. 46-48, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3937]

**245** gns.—Bentley, 1935 3½-litre 4-door sports saloon, black, sliding head, brown leather, heater, carefully used; choice of two terms, exchange list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**BENTLEY 1953** (July) standard R type saloon, finished in velvet green with grey leather upholstery, one owner, 58,000 miles, beautifully maintained by official retailers who supplied the car, T.N. series; £2,250.—Harry Martin, 23, Devonshire Place, London, W.1. Weybeck 3294. [C3092]

**1948** (November) Bentley standard steel saloon, finished in unmarked black with blue leather interior, fitted radio, heater, screen washers, all new India super tyres, this car is in really magnificent condition and must be seen to be appreciated, this must be the lowest priced Bentley in this condition in the country; £275.

**MAIDSTONE ENGINEERING Co.**, Smethurst St., Fendleton, Manchester, 6. Fendleton 34. [C3000]

**1950** (March) standard steel saloon, finished midnight blue and shell grey, one elderly owner only, supplied and maintained solely by main Midland Bentley and Rolls distributors, full and complete history from date of delivery, absolutely unmarked, fitted Ac chrome wheel trims, H.M.V. radio, etc.; £1,500 o.n.o.; terms arranged privately.—Tel. Birmingham South 3018. [C7665]

**1936** Bentley 4½-litre chassis No. K4BV Freestone & Webb 4-door razor-edge sports saloon, most attractive lines, excellent mechanically, body structurally very sound but externally rather shabby, total mileage believed 55,000; to clear at £325. Good opportunity for enthusiasts. Exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4085]

**1948** model Bentley, 4½-litre s.s. saloon; this magnificent car has been maintained regardless of expense; in 1955 £1,000 was spent at Bentley's on engine, gear box, brakes renewed, new brake drums, latest type wheels, etc., coachwork can only be described as impeccable, new Michelin X tyres, all the usual extras, a Bentley that looks like new and one you cannot spend money on, offered at a price which cannot be repeated; £1,060.—Noel Roscoe, Ltd., High Rd., Byfleet. Tel. 270. [C7627]

**BENTLEY (PRE 1931)**  
**BENTLEY 3-litre open 4-seater**, £135; also a beautiful Red Label drop head coupe, £225, taxed.—Automotive 229, West-end Lane, Hampstead 3430. [C7615]

**Bentley Cars Wanted**  
**CAR MART, Ltd.**, official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition  
**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. Grosvenor 5434. [C0958/R]

**TOP** price paid for good Bentleys.—H. F. Edwards, 23-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Bentley—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**DUNCAN HAMILTON & Co** urgently require post-war Bentleys.—33, High Rd., Byfleet, Surrey. Byfleet 5101. [W1081]

**GEORGE NEWMAN & Co.** purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

**JACK OLDING & Co (MOTORS), Ltd.**, purchase good used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m.

**WE** will buy or part exchange your Bentley for a one—Loxham's, Rolls-Royce & Bentley Showrooms Fishergate Preston. Tel. 4245 [C0836/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Bentley Cars Wanted**  
**WEYBRIDGE AUTOMOBILES, Ltd.**, official re-  
 tailers: attractive prices paid for low-mileage  
 post-war Bentley cars.—Queen's Rd., Weybridge, W.I.  
 2253. [0540/R]

**Bentley Spares and Service**  
**A** SERVICE unequalled.  
**O**FFICIAL repairers Bentley cars.  
**S**ERVICING or overhauls.  
**C**OACHWORK renovations and accident repairs.  
**S**PARES all models.—Tel. Flaxman 2223 (5 lines).  
**JACK BARCLAY (SERVICE), Ltd.**, Danvers St.,  
 Chelsea, S.W.3 (near Battersea Bridge). [E1062/R]  
**CHARLES POLLETT, Ltd.**, officially appointed re-  
 tailers and repairers.  
**S**HOWROOMS: 18, Berkeley St., W.I. Mayfair 6266.  
**S**PARE parts.  
**S**ERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel.  
 Cunningham 5936-7-8. [0595/R]

**JACK OLDING & Co. (MOTORS), Ltd.**, official Bent-  
 ley/Rolls-Royce service, overhauls and renovations.  
 —94-96, Holland Park Ave., Kensington. Park 5077.  
**A**LL spares and replacements for pre-war Rolls-  
 Royce/Bentley repair service at most favourable  
 prices.—Compton, 69, Westow St., Crystal Palace.  
 Tel. Livingstone 3362. [0490/R]

**Bond Minicar Wanted**  
**ROWLAND SMITH'S, the Car Buyers**.—Highest cash  
 prices for Bond.—Hamstead (Tube), N.W.3.  
 Ham. 6041. [W4018/R]

**Bond Minicar Spares and Service**  
**RAYMOND W. for Bond Minicar repairs**, spares  
 and service under Bond trained service manager;  
 no job too big or too small; free advice on all Bond  
 models; latest modifications can be fitted to older  
 models if required.  
**RAYMOND WAY OF KILBURN.** [0627/R]

**B.M.W. ISETTA**  
**B.M.W. Isetta**, choice of 2, one blue, one red;  
 £245 and £365 respectively.—V. & F. Monaco  
 Motors, 8, Astwood Mews, Courtyard Rd., S.W.7 (near  
 Gloucester Rd. Station). Fremantle 4414. [0856/R]

**BOND MINICAR**  
**CLAUDE RYE**, £249/10, Bond, 1956 Series C de luxe,  
 sal. starter, only 5,000 miles, taxed, absolute bar-  
 gain.—899, Fulham Rd., S.W.6. Ren. 6174. [7545]

**BORGWARD**  
**CENTRAL GARAGE (CROYDON), Ltd.**, offer:—  
**1954** (May) Borgward 2400 sports saloon, auto-  
 matic, finished black, red leather, 4,000  
 miles only, first-class condition throughout; £1,060.—  
 Fell Rd., Croydon, Tel. Croydon 7464. [C1098]

**1955** Borgward Combi estate car, low mileage, im-  
 maculate condition; £895.  
**1955** Borgward Isabella, 13,000 miles, very well  
 maintained; £855.  
**TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews,**  
 Hyde Park Corner, Tel. Slo. 5213. [C4036]

**1957** Borgward 1975, new; £1,385.—Swanmore  
 Garage, Ltd., 1178, Chesham Rd.,  
 Bournemouth, Southbourne 43344. [C4024]

**Borgward Wanted**  
**BORGWARD** diesel or similar saloon for diesel  
 conversion.—33, Abbey Rd., Grimsby. [7517]

**BRISTOL**  
**ANTHONY CROOK offers:—**

**405**—New 1957 405 saloon, blue/grey, new drop  
 head, ivory.  
**1956** 4-door saloon, very low mileage.

**1955** drop head, 115 m.p.h., 26 m.p.g. at 60; 30  
 m.p.g. at 45 m.p.h.; £2,700.

**404**—Short chassis 2-seater saloon with occasional  
 rear seats, the lightest and fastest Bristol  
 lowest mileage example in existence; £2,250.

**403**—2-door streamlined roomy 4-seater, supplied  
 and maintained by us, fitted 405 engine; £1,400.

**402**—Drop head coupe, 100 m.p.h. 2-seater, excel-  
 lent condition; £895.

**401**—2-door saloon, choice of three from £675.

**400**—Choice of five: all these excellent cars from  
 £575, including one which has had over £1,000  
 spent to embody all the best features of later models  
 regardless of expense: why buy a mass-produced new  
 car which will give less enjoyment and service for more  
 money? Future petrol rationing and the fact that the  
 Bristol has the best fuel economy of the high-quality  
 cars, prices will inevitably harden, and purchase from  
 our present stock is advised.—Anthony Crook Motors,  
 Ltd., leading Bristol distributors since its origin, High  
 St., Esher S80, Surrey. Open all day Saturday. [C1063]

**1953** Bristol 403, one owner, extremely well main-  
 tained; £1,225.  
**TAYLOR & CRAWLEY, 42a, South Audley St.**  
 (entrance Adams Row), Mayfair, W.I. Gro. 6881.  
 [C4036]

**1953** Bristol 403 sal., 30,000 mls., full works history,  
 long and honest order and appearance; £1,245.

**1953** Series Bristol 401 sal., full works history and  
 403 modifications, low mileage, perfect order  
 and appearance; £1,150.—Clayton's Cars (London),  
 Ltd., 11, Bruton Place, London, W.I. [C1050]

**BRISTOL 400 1942**, only 40,000, one owner; £590.  
**B**—Pearson-Rogers, 25, Savile Row. Regent 7080.  
 [7006]

**1954** Bristol 405 saloon, finished in green, 19,000  
 miles; £2,350.—University Motors, Ltd., 30,  
 Piccadilly, W.I. Grosvenor 4141. [7501]

**BRISTOL**  
**1953** (April) 403 modifications, Michelin X, radio  
 and heater, washers, etc., blue/tawn, low  
 mileage, maintained regardless, outstanding value;  
 £895.—Clayton's Cars, Ltd., 11, Bruton Place, Ken-  
 sington, London, S.W.3. Flaxman 0052/7253/7154.  
 [C1046]

**CHARLES CRUICKSHANK MOTORS, The Centre,**  
 Bristol, 1, Tel. 25280. Bristol distributors for  
 Somerset, Wiltshire, Devon and Cornwall. We invite  
 enquiries for the world-famous Bristol cars. Brochure  
 by return. Demonstrations arranged by appointment.  
 A selection of used Bristols always available covered  
 by our guarantee. Confidential out-of-income facilities  
 available. [0474/R]

**Bristol Cars Wanted**  
**J. H. BARTLETT** will pay more for good 400, 401, 403  
 and 404 Bristols.—27, Pembroke Villas, W.I. [W1013]

**ROWLAND SMITH'S, the Car Buyers**.—Highest cash  
 prices for Bristol.—Hamstead (Tube), N.W.3.  
 Ham. 6041. [W4018/R]

**B.S.A. Spares and Service**  
**BASIL ROY, Ltd.**—B.S.A. (Scout model); spares,  
 comprehensive stock wholesale and retail.—161,  
 St. Portland St., W.I. Langham 7735. [0144/R]

**BUGATTI**  
**GENUINE vintage Bugatti saloon**, 33hp, in excep-  
 tional condition, red leather, 2-seater, 1930s. Lemon  
 Burton, Edgware Rd., N.W.2. Gladstone 7677. [0670/R]

**TYPE 35 G. P. Bugatti** entirely rebuilt with works  
 reconditioned DB-1 engine, not even run in, fitted  
 lights, wings, etc., reason for sale broke; offers.—  
 Box 5535. [7668]

**Bugatti Spares and Service**  
**J. LEMON BURTON**, Bugatti service, Londale Rd.,  
 Kilburn, N.W.6. Gladstone 7677. [0071/R]

**BUICK**  
**1950** convertible, all extras, new w/w tyres, auto-  
 gears, one owner.—M. Austin, Kensington  
 8863 or Welbeck 6655. [6143]

**1950** Buick Riviera r.h.d. 4-door saloon, black,  
 fitted ocelot covers, radio, heater and all  
 luxury equipment, maintained by concessionaires in im-  
 maculate condition, red leather, 2-seater, 1930s.  
**WEST STREET MOTORS (LONDON), Ltd.**, 66,  
 London Rd., Tooting Junction, S.W.17. Mitcham  
 5281-2-3. [C4097]

**145** gns.—Buick, December, 1938, Viceroy saloon,  
 leather, carefully used; terms, exchanges, part  
 op. 9-7 west-days and Saturdays.—Rowland Smith,  
 Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

**PORTSEA MOTORS, Ltd.**—1953 Buick hydraulic  
 4-door saloon, radio and heater, whitewall tube,  
 less tyres, most beautiful condition, one owner; £925.  
 —142, Finchley Rd., N.W.3. Opposite Finchley Rd.  
 Tube Station. Ham. 9661. [C3111]

**BUICK Cars Wanted**  
**SOLE** concessionaires, Lendrum & Hartman, Ltd., will  
 purchase used Buick models.—Showrooms: Buick  
 House, Albemarle St., Piccadilly, London, W.I. Hyde  
 Park 7121. [0903/R]

**BUICK Spares and Service**  
**BUICK** sole concessionaires, Lendrum & Hartman,  
 Ltd., 1, Leck Walk, Old Oak Lane, Willesden Junc-  
 tion, N.W.10. Tel. Elgar 7911. [0141/R]

**CADILLAC**  
**JOE THOMPSON (MOTORS), Ltd.**, offer:—  
**THE** exclusive Eldorado Seville, 1956, 2,500 miles  
 only, in silver grey.

**1954** Cadillac 4-door saloon, special hard top coupe, power  
 steering, power brakes, 2-way power seat, Hydra-  
 matic drive, radio, heater, etc., a most impressive car  
 finished in dark green and red; 14,000 miles only; £2,375.—  
 Cadillac 4-door saloon, black, 12,000 miles.

**ALSO** Cadillac convertible, ohv engine, electrically  
 operated hood and windows, Hydramatic drive;  
 £975.

**JOE THOMPSON (MOTORS), Ltd.**, 91-95, Fulham  
 Rd., South Kensington, S.W.3. Kensington 4858-9.  
 [C4028]

**1953** Cadillac 62, power steering, radio, heater  
 loose covers, electronic eye, absolutely as  
 new.

**SCOTT CARS, 341-347, Finchley Rd., Hamstead,**  
 London, N.W.3. Hamstead 8676/7779. [C4016]

**1955** Cadillac 62 saloon, in new condition through-  
 out, 5,300 miles only, radio, power steering,  
 loose covers, etc.; £2,700.—Harry Martin, 23,  
 Devonshire Place Mews, London, W.I. Welbeck 3294.  
 [C3092]

**1954** Cadillac Fleetwood 4-door saloon, power steer-  
 ing, power brakes, 2-way power seat, Hydra-  
 matic drive, radio, heater, etc., a most impressive car  
 finished in 2-tone green; 14,000 miles only; £2,375.—  
 Chalkwell Motor Co., Ltd., London Rd., Westcliff-on-  
 Sea. Leigh 78247-8. [7497]

**Cadillac Cars Wanted**  
**JOE THOMPSON (MOTORS), Ltd.**, require Cadillacs.  
 —91-95, Fulham Rd., S.W.3. Kensington 4858.  
 [W1008]

**SOLE** concessionaires Lendrum & Hartman, Ltd.,  
 will purchase used Cadillac models.—Showrooms:  
 Buick House, Albemarle St., Piccadilly, London, W.I.  
 Hyde Park 7121. [0904/R]

**CADILLAC** sole concessionaires, Lendrum & Hart-  
 man, Ltd., Buick Works, Old Oak Lane, Willesden  
 Junction, N.W.10. Tel. Elgar 7911. [0012/R]

**CHEVROLET**  
**1955** r.h.d. Chevrolet Bel-Air, many extras, low  
 mileage, as new; offers.—Dartford 5030.  
 [6997]

**Chevrolet Cars Wanted**  
**BRITISH & COLONIAL MOTORS, Ltd.**, distributors  
 for London and Home Counties, service, spares and  
 Chevrolet cars.—Upper St. Martin's Lane (adj. Leices-  
 ter Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.  
 [W1027/R]

**Chevrolet Spares and Service**  
**CHEVROLET** distributors, spare parts, cars and  
 trucks.—Green Ace Motors, Ltd., 301, Norwich Rd.,  
 Ipswich, Tel. Ipswich 81795. [0801/R]

**CHEVROLET**—Concessionaires for the United King-  
 dom, hold good stock of spares, same day service,  
 B. & C. Concessions, Ltd., 15/14, Upper St. Martin's  
 Lane, London, W.C.2. Temple Bar 3588. [0677/R]

**Chrysler Cars Wanted**  
**AUTOSALES (LONDON), Ltd.**

**CHRYSLER** distributors, will purchase all types of  
 Chrysler vehicle 4-59-65, Belts Rd., Swiss Cot-  
 tage, N.W.6. Mal. 5555/2153. [0643/R]

**Chrysler Spares and Service**  
**AUTOSALES (LONDON), Ltd.**

**CHRYSLER** distributors, spares for all models ex-  
 cept change recommendations, in stock.—52-53,  
 Belts Rd., N.W.6. Mal. 5555/2153. [0495/R]

**CITROEN**  
**offer:—**

**1951** Citroen Light 15 saloon, twin carburetors,  
 many extras, very well kept car; £465.  
**EFS MOTORS, Ltd.**, Kingston By-Pass Rd.,  
 Esher, Esher 3000. [C2112]

**LEX GARAGES, Ltd.**  
**DISTRIBUTORS** for Citroen cars, Ace Corner, North  
 Circular Rd., London, N.W.10.

**RETAILERS** and buyers of the finest used Citroen  
 cars in England.—For details and demonstrations  
 Elg. 5585 or 7680. [0583]

**KNIGHTSBRIDGE offer:—**

**1952** Citroen Light 15, one owner, mist green,  
 beige hide, 35,000 miles, excellent condition;  
 £485.—1, Roberts Mews, Lowndes Place, London,  
 S.W.1. Sloane 4066. [C2036]

**CRITERION GARAGES, Ltd.**, offer:—

**1955** (March) Citroen Light 15 de luxe saloon,  
 as new, peacock blue, low mileage, one owner,  
 taxed; £675.

**1954** (March) Citroen Big 15 de luxe saloon,  
 exceptional, sunset grey, radio, many extras,  
 taxed, one owner; £650.

**1950-1** Citroen Light 15 de luxe saloon, first  
 class, black, taxed, one owner; £345.—  
 Criterion Garages, Ltd., Citroen Distributors, 69/70,  
 St. Mary's Rd., Southampton. Tel. 22310. [7595]

**HARRY DAVIES CAR SALES offer:—**

**1954** Citroen 2 C.V. saloon, 60 mps. in perfect  
 comfort, just repainted silver and cherry;  
 £380.—Terms, part exch., see 128/132, Manor  
 Rd., Harleiden, N.W.10. Elgar 2707. [C1117]

**BROWN'S GARAGE (LOUGHTON), Ltd.**, offer:—

**1953** (Oct.) Citroen Light 15 de luxe saloon, re-  
 conditioned, engine just fitted; £445.—  
 Brown's Garage, Ltd., High Rd., Loughton, Essex.  
 Loughton 6262. [C1034]

**1950** Citroen Light 15, green, twin carbs, excep-  
 tional; £350.  
**THE ONSLOW MOTOR CO., Ltd.**, 28, Onslow St.,  
 Guildford. Guildford 67227-8. [C3099]

**1953** Citroen Big 15, 28,000 miles, mist grey, im-  
 maculate condition; £520.  
**THE MAINTENANCE GARAGE, Willow Grove,**  
 Chislehurst, Kent. Tel. Imperial 3811. [7464]

**LIVERPOOL** and district main agents.—The new  
 1951 saloon is here.—Liggett's Garage, Aintree,  
 Tel. Aintree 2355.

**1946** Citroen Light 15 de luxe, exceptional al-  
 low condition; £275.—Mr. Wilkins,  
 Marshall & Son, Chesham 8899. [7523]

**1951** Light 15 saloon, an exceptional specimen;  
 £370; terms, exchanges.—Searle, Ltd., 14,  
 Bridge Rd., Chertsey 2369. [C4069]

**1950** Light 15 saloon, recent (2,000 miles),  
 engine overhaul, new dynamo, gear box,  
 brakes, clutch; best offer over £370.—Box 5534. [7678]

**£240**—1947 Light 15, black, heater, two new  
 tyres, engineer enthusiast maintained.—28,  
 Old Stoke Rd., Aylesbury. [7764]

**1953** Citroen Lt. 15, sunshine roof, finished regal  
 red, excellent condition throughout, Michelin  
 X tyres, etc.; taxed; £450.

**1956** Citroen 2CV, 2,500 miles, 50-60mpg, fitted  
 Marchal head lamps, etc., as new, taxed;  
 £435.

**WORTHINGTON MOTORS, Ltd.**, Broad Water Rd.,  
 Worthing. Tel. Worthing 71. [7509]

**CITROEN** Big 6 saloon, 1950, engine just overhauled,  
 new accumulator, etc., good appearance; £350.—  
 Liggett's Garage, Aintree, Liverpool. [7131]

**C. G. NORMAN & Co.**, Citroen sole distributors for  
 the County of London, service, spares and replace-  
 ment units, fully guaranteed, used models at competitive  
 prices always in stock.—50, Vauxhall Bridge Rd., S.W.1.  
 Vic. 2211. [0756/R]

**Citroen Cars Wanted**  
**THE** Citroen buyers: Searle, Ltd., 14, Bridge Rd.,  
 Chertsey, Surrey. Chertsey 2369. [W4069]

**WANTED**, Citroen Light 15 post-war, perfect con-  
 dition, fullest details, price, private buyer.—Box  
 5463. [7500]

**ROWLAND SMITH'S, the Car Buyers**.—Highest cash  
 prices for Citroens.—Hamstead (Tube), N.W.3.  
 Ham. 6041. [W4018/R]

**C.N.E. MOTORS** are very good buyers of specimen  
 Citroens; we particularly require several Light 15's,  
 1952 onwards.—353, Finchley Rd., N.W.3. Tel. Hamp-  
 stead 5712. [W1027/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Citroen Spares and Service

## LG

FOR good and quick service in Central London for your Citroen, consult Lorraine Garage and ask for Mr. Hammond.—29-30, Elyston Mews, Queen's Gate, N.W.7. Knightsbridge 6974. [S1086]

## SOUTH of the Thames.

BALES of Croxford, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croxford 5151-2. [S187/R]

SHRIMPSTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 9464. [S1072/R]

SPARES and Service: 157/145, High Rd., Chiswick, W.4 (Chiswick 6150 and 2063). [S1072/R]

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48 hrs.; all spares stocked.—[S0585/R]

## DAIMLER

## A1 at Brown's.

1940 (May) Daimler 2½ saloon, beautifully kept and maintained by titled owner, 84,000 miles only, practically unmarked, and in amazing condition throughout; must be seen to be believed; 3 months' written guarantee; unrepeatable at £395. J. BROWN, Ltd., 539, Finchley Rd., N.W.3. Ham. 2294. [C1025]

## STRATSTONE, Ltd.

DAIMLER convertible 4-seater coupe (1955), silver grey, red interior, 12,000 miles, £1,075. DAIMLER 2½-litre Roadster (1955), powder blue, blue leather, £1,075. DAIMLER 2½-litre special sports coupe (1951), grey, red leather, £1,075. [S04022]

STRATSTONE, Ltd., 40, Berkeley St., W.1. (Mayfair 4404).

## DENHAM, area dealers for

## DAIMLER.

ALWAYS a selection of new and good used cars available. DENHAM GARAGE (ESHER), Ltd. Tel. 2021, Escher, Surrey. [C1100/1]

## GUY SALMON AUTOMOBILES offer:

1955 (Aug.) Daimler 4½-litre 4-light sportsman's saloon, 8,000 miles; offers.—Forthampton Rd., Thames Ditton. Emmerbrook 5551-2-3. [C4001]

CHARLES POLLETT, Ltd., official Daimler agents, offer:—

1956 Daimler Conquest Century 4-seater drop head coupe, power-operated head and windows, green, beige body and upholstery, one owner, speedo reading 7,800, 3 months' guarantee; £1,395. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. [S04022]

SERVICE: Works & Stores, Barnsdale Yard, off Ekin Ave., W.9. Cunningham 5956. [C2010]

DAIMLER—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091. [S0667/R]

1952 Consort saloon, black, maroon hide, radio, heater, etc., excellent condition; £535.—Robbins, East Putney. Tel. 7881. [C3010]

DAIMLER Century saloon, as new throughout, 4,000 miles only, 6 months' guarantee, Novasealed; £1,150.—Week Garage, Ltd., Winchester. [S0765]

DAIMLER Special sports Barker drop head coupe, 1951, fawn and brown with beige leather and new hood, excellent condition; £820. DAIMLER Special sports Barker drop head coupe, 1951, green and beige, radio and extra seat, very nice condition, cost new £2,762 plus extras; £825. DAIMLER Consort saloon 1953, maroon, immaculate condition throughout; £635. WALKER & WARD, Ltd., Warwick Place, Cheltenham 3814/5. [S1754]

£777!!—1951 Daimler 2½-litre Barker special drop head convertible costing nearly £3,000 when new, magnificent condition, still looks worth £2,000. LAMBS OF WOOD GREEN (established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

1954 Daimler Consort saloon, black with red leather upholstery, fitted R.M.V. radio, in immaculate condition; £895.—Coventry and Jeffs, Ltd., Bristol 2-0091. [S0735]

1951 Daimler Consort saloon, black with green leather upholstery, fitted radio, one owner from new, moderate mileage, in excellent condition; £550.—Coventry and Jeffs, Ltd., Bristol 2-0091. [S0735]

CASS'S MOTOR MART.—1951 Daimler 2½ litres Consort saloon, grey, red hide, outstanding condition, one owner; cost new £2,762 plus extras; £825. W.1. Eton 4110. [C1040]

1956 Daimler Conquest Century—saloon, maroon with red leather upholstery, 12,000 miles only, one careful owner from new; £1,175.—Coventry & Jeffs, Ltd., Bristol 2-0091. [S0738]

295 gns.—Daimler 1947 2½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

A MOST attractive 1950 2½-litre Daimler d.h. some coupe by Barker, in ivory with blue hood and upholstery, fitted radio and heater, taxed, just fitted new tyres, greatly admired, appearance of a new unused £3,000 luxury car; £495, consider part-exchange.—14, Bunkington Ave., Worthing 1839. [C4027]

## Daimler Cars Wanted

TOP price paid for good Daimler.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Lancham 9015. [W2033]

## Daimler Cars Wanted

WANTED, 7-seater Daimler limousine, a few years old.—Send particulars to Traffic Manager, Co-operative Garage, Derby Rd., Ipswich. [S7573]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), W.3. Ham. 6041. [W4016/R]

ALMOST new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. [W3016/R]

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [S156/R]

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kiddminster Rd., Croydon 5755. [S0688]

AROOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars, preselector gear box exchanges and 48-hour repairs.—189, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. [S0836/R]

DAIMLER and Lanchester repairs, spares, gear boxes a specialty; reasonable charges.—A. A. Timms & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [S0666/R]

## DELAGE

CASS'S MOTOR MART.—1936 Delage D6 120 sports saloon, blue and silver, genuine 37,000 miles, superb example.—S. Warren St., W.1. Euston 4110. [C1040]

## DELAHAYE

1953, show model, in immaculate condition, this car has had one owner and must be seen and tried to appreciate its wonderful condition and performance, it is equipped with Cotal electric gear box, radio and heater, the body is finished in blue and is mounted on the famous 1854 chassis; offered at the fantastically low price of £995.—S. Morris & Company, 40, Conduit St., W.1. Regent 0424 (6 lines). [S7036]

## DE SOTO

## AUTOSALES (LONDON), Ltd.

1951 De Soto de luxe saloon, r.h.d., radio, heater, absolutely as new; £925.—Belisize Rd., N.W.6. Maida Vale 5555/2155. [S0761]

## D.K.W.

D.K.W. 1938 fixed head saloon, re-upholstered and in wonderful condition; £165. D.K.W.—B. & M. Garages, Ltd., for D.K.W. cars; genuine spares; guaranteed repairs and overhauls; terms, exchanges, etc.—42a, St. Michael St., Paddington 6877. [S0016/R]

J. H. BARTLETT.—D.K.W. Sonderklasse saloon, one owner; reduced to £625.—27, Pembroke Villas, W.11. [C1013]

D.K.W., 45 mpg, faultless all round, must sell, leaving country, cost £300 July; no reasonable offer refused.—Tel. 8496 (9-5). [S7652]

## FIAT

WM 1956 (reg. Dec. '55) Fiat Belvedere estate car, duo grey, fully equipped sun roof, very low mileage, almost as new; 2000—Welbeck Motors, Ltd., 107 Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049]

ANTHONY CROOK.—All new 600, 1,100, 1,400 in stock. Used 1955 1,400, 32 m.p.g., excellent performance, cost £1,160; price £725. 1956 600 light mileage, choice of colour. Buy your Fiat now for petrol rationing and later have it converted to Abarth specification for fantastic performance; full Abarth concessions for U.K.—Anthony Crook Motors, Ltd., High St., Escher 4580, Surrey. Open all day Saturday. [C1063]

BRADSTOCK MOTORS, Ltd., offer:—

1954 (Dec.) Fiat 1100, radio, heater, spot, taxed, low mileage, immaculate; £625.—Chase Rd., Epsom 5696-7; also 454-456 London Rd., North Chesham, Surrey. Tel. Fairlands 6283. [C1090]

1956 Fiat 1100, works mileage only; £795. THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 6727-8. [C3099]

COMBS & SONS (GUILDFORD), Ltd., offer:—

FIAT 1100 TV, finished in two-tone light grey and dark blue upholstery, 1956 model; £780. COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]

C. V. RUSHMER AUTOMOBILES, official Fiat agents for new and guaranteed used models. C. V. RUSHMER AUTOMOBILES.—New 600 saloon, immediate delivery. C. V. RUSHMER AUTOMOBILES.—1955 500C convertible, one owner; £435. C. V. RUSHMER AUTOMOBILES.—1956 1100, new, unregistered; £775.—45c, Holland Park Mews, W.11. Park 5751. [C3061]

MAYFAIR GARAGES, Ltd.—Fiat 600s for immediate delivery.—Below. MAYFAIR GARAGES, Ltd.—Fiat 1955 600 saloon, 8,000 miles, almost as new; £495; with guarantee.—Below. MAYFAIR GARAGES, Ltd.—1955 1100 saloon, blue, 8,000 miles, almost as new; £675; with guarantee.—Below. MAYFAIR GARAGES, Ltd.—Fiat 1959 500 4-seater convertible saloon, sport and economical car; £215; with guarantee.—Below. MAYFAIR GARAGES, Ltd.—Literature on request to Balderton St. (opp. Selfridges clock), W.1. Mayfair 5104-5. [C3046]

FIAT Multipla, 1956, mileage under 4,000, as new; £765.—Walker & Warr, Ltd., Warwick Place, Cheltenham 3814/3816. [S7757]

£135.—Fiat 500 saloon, recent rebore, bearings renewed, new battery, starter, car repainted, 50mpg.—Tachs, Fleet Rd., Cove, Farnborough, Hants. [S7763]

## FIAT

S. & S. MOTORS.—London's central agents and specialists for new and second-hand Fiat and Fiat spares.—18, Leinster Terrace, W.2. [S0415/R]

S. & S. MOTORS.—See the new 600 4-seater, 65mpg, 18, Leinster Terrace, W.2. [S0415/R]

S. & S. MOTORS.—1956 Fiat 1100 Millemite, one owner, 3,000 miles, perfect condition, 60mpg, 3 months' guarantee; £575. [S0415/R]

S. & S. MOTORS.—Fiat 500C 2-seater saloon, S. approximately 1947, first registered 1956, reconditioned engine, steering overhaul, beautiful upholstery, reupholstered, 5 months' guarantee, 50mpg; £285. [S0415/R]

S. & S. MOTORS.—1939 1100CC pillarless saloon, S. excellent condition, 70mpg, 36mpg; £145. [S0415/R]

S. & S. MOTORS offer a selection of pre-war 500s from £90 upwards, carefully selected for discerning customers.—Sales and Service: 18, Leinster Terrace, W.2. Pad. 6174. [C4090]

1955 Fiat convertible 500cc ohv, nominal mileage, 69 mpg, as brand new; £425; terms, exchanges.—Corner Garage, Gorton St., Blackpool, Tel. 26838. [C2043]

495 gns.—Fiat 600 June 1956 saloon, pastel green, screenwashers, one careful owner, 7,000 miles; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1955 Fiat 1100 saloon, finished in green/cream leather, many extras, first regd. July, 1955, mileage approx. 11,000, a carefully used one owner car, condition immaculate throughout; price £690.—Vintage Engineering Co., Ltd., Empire Buildings, Market Deeping, Peterborough. Tel. Market Deeping 387. [S7519]

## Fiat Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 5104-5. [S0695/R]

C. V. RUSHMER AUTOMOBILES pay more for Fiat. 45c, Holland Park Mews, W.11. Park 5751. [S7061]

RICHARDS & CARR, Ltd., urgently require Fiat 600s.—5, Kinnerton St., S.W.1. Belgraveia 3711. [S7045]

S. & S. MOTORS pay more for Fiat; distance to purchase no object.—18, Leinster Terrace, W.2. Paddington 6174. [W4090]

## Fiat Spares and Service

S. & S. MOTORS, London's largest Fiat stockists, 18, Leinster Terrace, W.2. Pad. 6174. [S0415/R]

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middle. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [S0909/R]

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned, bench-tested engines, starter motors, dynamo, radiators; springs in exchange; stamp list.—Derrington, 159, London Rd., Kingston 5621-2. [S1071]

## FORD ANGLIA

W HAROLD PERRY, Ltd., 1105-1111, High Rd., W.1. Tel. Hillside 6621, offer:—

1955 Anglia saloon, green with beige upholstery, one owner, moderate mileage, one owner, excellent condition; £475; our hire purchase terms are now 5% for 12 months. W HAROLD PERRY, Ltd., 1105-1111, High Rd., W.1. Tel. Hillside 6621. [C3042]

L. P. DOVE offer:—

1955 Ford Anglia, grey, one owner; £485.—L. P. Dove, Ltd., Dove, 69, Broadway, Wimbledon S.W.19. Liberty 3456. [C1077]

G. S. HALL offer:—

£545!!—1957 Anglia saloon, beige, works mileage, completely as new.—302, King St., Hammer-smith, W.6. Riverside 2881. [C2100]

PERRY'S OF HARROW. HAVE an excellent choice of post-war 8hp saloons available. PHONE Harrow 4283 and 9140 for details. W HAROLD PERRY, Ltd., High Rd., Harrow W.1. Middlesex (opp. Bus Depot). [S0099/R]

J. DAVY, Ltd., Ford agent.

1955 Anglia, one owner, 13,000 miles. Under-sealed seat covers, excellent condition; £470. 180—184, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Knl. 4215. [C1069]

WARWICK WRIGHT, Ltd., offer:—

1956 Ford Anglia saloon, black, red upholstery, heater, 5,000 miles; £525. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

DACKENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of all Ford Anglias always available; phone for our list.—Used Car Dept., Hyde Park 4070. [C1068]

1954 Ford Anglia saloon, colour blue, very well kept throughout, fitted heater; £399. 1954 Ford Anglia saloon, black with red interior, heater; £425. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234; open week-days 9 a.m. to 6 p.m. [C2008]

1955 Anglia, fawn and red, 12,000 miles, one owner, heater, superb condition; £475. ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambassador 6266. [C3033]

1947 Ford Anglia, black, outstanding condition, fitted new chrome bumpers; £225. HILLS OF WOODFORD, 75, High Rd., Woodford Green, Essex. Buc. 2186. [S7200]

1953 Ford Anglia saloon, fawn new engine; £335. —Hale Motors, Ltd., Tot. 7771 (4 lines). [C3077]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD ANGLIA

**1955** Ford Anglia, black, one owner: £455.—Smith & Hunter, 376, Kensington High St., W.14. [C4019]

**1955** model Ford Anglia, excellent condition throughout; £435.—Kirkdale Cars, Kirkdale, S.26, E.26, Sydenham 6129. [C2068]

**NEW** Anglia 1954-55, black, heater, exceptional condition, one owner; £425; seen 12, Twicken Rd., Kingston, Northampton. [7679]

**JACK ROSE, Ltd.**, Ford agents—1955 Ford Anglia, black, one owner; £410.—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [C3056]

**515** gns.—Ford new Anglia 1956 model de luxe saloon, blue, heater, one owner, exceptional terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**115** gns.—Ford Anglia 1940 saloon, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**ALEXANDER** Laystall Hi-power conversions for Ford Anglia; amazingly improved performance and economy; send for data sheets and road tests. **ALEXANDER ENGINEERING CO., Ltd.**, Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

**1954** Ford Anglia, blue, 10,000, heater, new seasonal bargain: £395.—Pickard, 40, Longfield Ave., Mill Hill, N.W.7. Mal. 1341, evenlens. Sun. 3805. [7740]

**1956** de luxe Anglia, heater, 6,400 miles, one owner, superb example, full tank: £495; terms, exchanges.—Richards & Carr, Ltd., 38, Kinnerton St., E.W.1. Belgravia 3711. [C3045]

**1954-5** Anglia new type saloons, fitted heaters, guaranteed; from £435; exchanges and terms.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

**1946** Anglia, excellent condition, automatic Redex feed, heater, screen washers, radiator blind, demister, loose covers, overriders, spot lamp, new battery: £420.—34, Oakford Rd., N.W.5. Gulliver 3224. [7515]

**£325**—Ford Anglia, 1954, magnificent condition, extra 5 mpg; many others; we welcome A.A. or A.C. exams; hire purchase; exchanges; existing h.p. a/c. settled. [C3045]

**BENMOTORS**, 1, Clarendon Rd., W.11. Park 5066-7 & 2971. (50 yds Holland Park Tube.) [C1017]

**PRIDE & CLARKE**—1956 Ford Anglia saloon, 8,000 miles, heater, £479; 1955, 14,000 miles, heater, from £449; 1954, 20,000 miles, heater, £429; 1953, £289; 1952 (10hp), £279.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

**DAENHAM MOTORS, Ltd.**, Ford main dealers. **WISH** to purchase Ford Anglia cars.—Used Car Dept., Hyde Park 4070. [W1066]

**1954** 5-6 Anglia, urgently wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045]

**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## FORD (8 h.p.)

**1938** Ford 8, model 7V, £55.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3060]

**CLAUDE RYE**—£139/10. Ford 1939 8hp saloon, nice appearance, taxed, real bargain.—899, Fulham Rd., S.W.6. Ren. 6174. [7543]

**1936** Ford 8 4-door saloon, mechanically excellent, good battery and tyres; £90.—Burgess, Homestall, South Moreton, Didcot, Berks. [7683]

## FORD POPULAR

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

**1955** Popular saloon, black with red upholstery, heater, indicators, and other extras, moderate mileage, excellent condition; £325; our hire purchase terms are now 5% for 12 months. [C3042]

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**H. A. SAUNDERS, Ltd.**, offer:—

**1955** Ford Popular saloon, green, beige upholstery, heater; £355.

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

**RAYMOND WAY OF KILBURN.**

**1955** Ford Popular saloon, finished in black with red upholstery, in excellent condition throughout, fitted with many extras including Philips radio, twin windscreen wipers, winking indicators, parcel shelf, etc.; offered at 310gns. [C4047]

**OPEN** 9 a.m. to 8 p.m. 6 days a week.—Maida Vale 6044. [C4047]

**HENLYS** offer with 4 months' guarantee.

**1955** Ford Popular saloon, one owner, black with red interior; £345.

**HENLYS, Ltd.**, Parkway, Regents Park, N.W.1. Gulliver 372. [7741]

**DAENHAM MOTORS, Ltd.**, Ford main dealer.

**A** FINE selection of Al Ford Popular cars always available; phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

**1955** Popular, black, trafficators, guaranteed; £510.—Campbell Symonds, Farnley 4456. [C1037]

**1954** Ford Popular; £290.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3060]

**1954** Ford Popular saloon, blue, many extras; £295.—Hale Motors, Ltd., Box 7771 (4 lines). [C2077]

**1954** Popular saloon, indicators, heater, washer, magnificent condition; £270, payments by Vaughan, 17, Actwood Mews, S.W.7. Fro. 1313. [C4078]

**PRIDE & CLARKE**—1956 Ford Popular saloons, low mileage, from £299; 1955, low mileage, heater, from £279; 1954, heater, from £259.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

## FORD POPULAR

**NO**, not a misprint! 1956 (September) Ford Popular, green, fitted loose covers, taxed, mileage 1,400 only; note price, £310 or £155 deposit.—11, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham 1924. [C4035]

**1954** (November) Ford Popular, black, red interior, trafficators, one owner, really excellent condition; £295; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4272. [C4035]

**275** gns.—Ford Popular 1954 saloon, blue, trafficators, parcel shelf, loose covers, excellent condition; choice of four; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**DAENHAM MOTORS, Ltd.**, Ford main dealers. **WISH** to purchase Ford Popular cars.—Used Car Dept., Hyde Park 4070. [W1066]

**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Populars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Ford Ten Cars Wanted** **MARSTON MOTOR CO., Ltd.**, for your Ford 10.—Tel. Sta 8000 Seven Sisters Rd., Tottenham, N.15. [0179/R]

## FORD SQUIRE

**1956** (late) Ford Squire de luxe, total recorded mileage 7,000, suede green, green leather, heater, demisters, perfect example, cost new £700; offered at 55gns.—55gns.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000]

## FORD PREFECT

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

**1955** Prefect saloon, black with red upholstery, heater, one owner, excellent condition; £455; our hire purchase terms are now 5% for 12 months. [C3042]

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**G. S. HALL** offer:—

**£575**!!—1957 Prefect saloon, negligible mileage; part exchange welcomed.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

**PERRY'S OF HARROW.**

**HAVE** an excellent selection of post-war 10hp saloons available. **TEL.** Harrow 4282, 9140 for details. [0100/R]

**W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R]

**PHILIP RICKARDS, Ltd.**, offer:—

**1955** (Aug.) Ford Prefect saloon, fawn/red, heater, 9,700 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051]

**WOOD & LAMBERT, Ltd.**, main dealers.

**1955** Prefect, black, leather, heater; £465.

**49**, Stamford Hill, N.16. Sta. 3434. [C4093]

**BROADWAY MOTORS, Hounslow, offer:—**

**£475**!!—1955 Ford Prefect, black, red interior, 10,000 miles only, one owner, perfect throughout; trade enquiries invited; also 1953 Prefect, only 4,000 miles, fawn, as new, £545.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113]

**ALLAN TAYLOR (MOTORS), Ltd.**, offer:—

**1955** Ford Prefect, 12,000 miles, colour black; £495.

**1952** Prefect, new engine recently, excellent condition; £295.

**HIGH ST.**, Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [7592]

**DAENHAM MOTORS, Ltd.**, Ford main dealers.

**A** FINE selection of Al Ford Prefects always available; phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

**1955** Prefect saloon, heater, one owner, low mileage, guaranteed; £475; also

**1953** Palms, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division, offer:—

**1956** Ford Prefect 2-tone de luxe, fitted heater, 1,300 miles; £565.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**1949** Prefect, black, heater, clean car; £295.—Cle. 4425. [7662]

**1956** Ford Prefect, saloon, grey, one owner; £585.—Odeon Motors Ltd., Bar. 1144. [C3028]

**1953** Ford Prefect in good condition throughout, taxed; £325.—110, Battersea Rise, S.W.11. Battersea 0349. [C1066]

**1953** Ford Prefect, black, fitted with heater and many other extras, in very excep. condition; Ford A1 plan warranty; £365.

**BRENT CROSS GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Spa. 1196.**

**1956** model Prefect de luxe saloon, 4,000 miles, only, finished in Dorchester grey, one owner, maintained and serviced by us since new; £565.

**R. S. CURRIE & Co., Ltd.**, 105, Westbourne Grove, W.2. Bayswater 0065. [C1095]

**1955** Prefect, 12,000 miles, radio, new condition; £495.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3948. [7714]

**1957** Ford Prefect, just registered, works mileage, absolutely brand new, give-away price, one only; £550.

**LAMBS OF WOOD GREEN (Established 1897)**—100 guaranteed cars; exchanges; hire purchase.—421, 423, High Rd., Finchley. Finchley 6222. [C2052]

## FORD PREFECT

**1956** Prefect de luxe, heater, 4,000 miles, one owner; £570.—Lex, Forty Ave., Wembley. Arnold 1154. [7736]

**1955** Ford Prefect, grey, heater, one owner, 14,000 miles; £515.—Haslemere Motor Co., Ltd., Guildford. Tel. Guildford 62877. [7723]

**1955** Ford Prefect de luxe saloon, fawn/red leather, heater, one owner, taxed, any inspection invited, 3 months' guarantee; £455.

**TRINITY CARS, Ltd.**, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C3024]

**ALEXANDER** Laystall Hi-power conversions for Ford Prefect; amazingly improved performance and economy; send for data sheets and road tests. **ALEXANDER ENGINEERING CO., Ltd.**, Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

**£315**—1953 Ford Prefect, black, leather, excellent condition; terms.—Autonips, 5, Balham High Rd., Balham 1509. [C1009]

**545** gns.—Ford New Prefect 1956 de luxe saloon, grey, heater, one owner, 6,700 miles, spare unused; terms, exchanges.—Rowland Smith, below.

**275** gns.—Ford Prefect 1949 saloon, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

**95** gns.—Ford Prefect 1939 drop head coupe.—P.V.C. hood; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

**1956** Ford Prefect, fitted heater, light green, speedo reading 5,000, as brand new; £355.—Litchfield Garage, Nottingham Rd., Mansfield. [7580]

**1955** (Dec. 1954) Ford Prefect, low mileage, immaculate condition; £475.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. [C4004]

**ARCHIE SIMONS & Co. Ltd.**—1950 Ford Prefect saloon, colour beige, red leather upholstery, fitted loose covers, in excellent condition; £285.—95, Gt. Portland St., W.1. Lan. 1345. [C3103]

**1956** Ford Prefect de luxe saloon, heater, 4,000 miles, immaculate condition; £535.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wandstead 0056. [C3039]

**ROSE & YOUNG, Ltd.**, offer 1956 (June) Ford Prefect de luxe saloon, 4,000 miles only, as new; £535.—65-69, Stenhouse Ave., Streatham Hill, S.W.9 (1 min. Streatham Hill Station). [C3057]

**1956** (June) Ford Prefect, 5,000 miles only, colour grey, £100 under cost; good investment at £315.—Coles Garages, Ltd., 42, Worpole Rd., Wimbledon 0185, and 96-98, Ewell By-Pass, Ewell 2393. [C1054]

**PRIDE & CLARKE**—1955 Ford Prefect saloons, low heater, from £454; 1954, heater, offer, £299; 1953, £309; 1949, £229; 1947, £199.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

**DAENHAM MOTORS, Ltd.**, Ford main dealers. **WISH** to purchase Ford Prefect cars.—Used Car Dept., Hyde Park 4070. [W1066]

**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Prefects.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## FORD CONSUL

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

**1953** ('54 type) Consul saloon, black with red upholstery, radio, heater and other extras, moderate mileage; £485; our hire purchase terms are now 5% for 12 months. [C3042]

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**AI** at Brown's.

**1956** (April) Consul Mk. II saloon, black and red interior, heater, taxed rear, 8,000 miles, carefully used and maintained; £745 secured.

**1954** model Ford Consul, black and red leather interior, heater, radio, seat covers, taxed rear, beautifully kept and maintained; £495 secured; choice of another in try.

**W. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**PEDIGREE CARS** offer:—

**1956-7** Consul Mk. II saloon, very low mileage, choice of colours; £710.

**1954** Consul saloon, heater, leather, 21,000 miles, one owner since new, above average condition; £425, terms, exchanges.—340-5, Euston Rd., N.W.1. Euston 7889. [C3093]

**RAYMOND WAY OF KILBURN.**

**1955** Ford Consul saloon, finished in Canterbury green, this is truly a specimen car having had one owner, and completed only 12,000 miles, extras fitted are heater, green nylon loose covers, twin spot lights, overriders, twin wing mirrors, head lamp shields and sun visor; this car is unmarked and offered at 539gns.

**OPEN** 9 a.m. to 8 p.m. 6 days a week.—Maida Vale 6044. [C4047]

**PHILIP RICKARDS, Ltd.**, offer:—

**1956** Ford Consul Mk. II convertible, Warwick green with fawn hood, fitted heater, works mileage; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051]

**H. A. SAUNDERS, Ltd.**, offer:—

**1956** Ford Consul Phase II saloon, black, brown upholstery, heater; £735.

**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

**BROADWAY MOTORS, Hounslow, offer:—**

**£595**!!—1956 Consul saloon, Bristol fawn, heater, only 6,000 miles, magnificent one-owner condition throughout.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD CONSUL

WOOD &amp; LAMBERT, Ltd., main dealers.

1955 Consul saloon, black, leather, heater; £525.

1953 Consul saloon, black, heater, well kept; £410.

49 Stamford Hill, N.16. Sta. 3434. [C4093]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Consuls always available; phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

1957 Ford Consul Mk. II, sarum blue, heater; list £795.

1956 Ford Consul convertible coupe, radio, heater, one owner, 11,000 miles, Ripco condition; £695.

1955 Ford Consul saloon, one owner, heater, fawn/red, taxed, immaculate; £545.

RIFCO, Ltd., 16, Albemarle St., Mayfair, London. W.1. Hyde Park 2952-3-4. [C3052]

1957 Ford Consul, 300 miles only, absolutely new; guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C3052/1]

LAMBES OF WOOD GREEN (Established 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C3052/1]

1956 Ford Consul saloon, heater, one owner, black with red interior; £675.

PASS &amp; JOYCE, 194, Great Portland St., W.1. Museum 1001. [C3039]

£499!!!—1954-5 Ford Consul de luxe saloon, 19,000 miles, just like brand new.

LAMBES OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C3052]

1956 Ford Consul Mk. II, one owner, 6,000 miles, underserved, truly a new car; £760.

HILLS OF WOODFORD, 75, High Rd., Woodford Green, Essex. Buc. 2186. [7201]

1955 Consul saloon, heater, leather, new condition; £485.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3948. [7715]

A LEXANDER Laytall Hi-power conversions for Consuls; amazingly improved performance and economy; send for data sheets and road tests.

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

1956 (Feb.) Ford Consul saloon, black/red leather, 8,500 miles only, heater, taxed, one owner, as new and guaranteed; £595.

A LITWOOD GARAGE, Litwood Rd., Maidenhead, Tel. A Littlewick Green 3078; evenings and week-ends, Littlewick Green 3078. [C1107]

1955 Ford Consul, 9,000 miles only, radio, heater, as new; £600.—Regent Lion Group, 28, Queensway, W.3. Bayswater 0126. [C3110]

1955 model Consul, heater, leather, absolutely as new; £485.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0048. [C1121]

1955 Consul, black, red leather, heater, one fastidious owner; £560.—Campbell Symonds, Perivale 4456. [C1037]

1956 Consul Mark II, radio, heater, overriders, wing mirrors one owner, low mileage; £715.

—Lex, Forty Ave., Wembley, Arnold 1154. [7737]

1956 (Dec.) '55 Consul green saloon, 3,000 miles, extras; £610; exchange cheaper car. Tel. Southampton 68851. [7537]

AZ MOTORS offer at considerable reduction, 1954 Consul, absolutely immaculate; £450!—Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1953 Consul saloon, radio, heater, excellent condition; £435.—Johnson &amp; Brown, 288-270, High St., Bromley, Ravensbourne 5941. [C3073]

1955 (Nov.) Ford Consul saloon, black, heater, 20,000 miles, one owner; £545.

Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

1956 (Feb.) Mark I Consul saloon, cream and red upholstery, with heater, only done 6,000 miles, spare unused; £625.—Lambert Motors (Peterborough), Ltd., Peterborough, Tel. 2117. [7696]

1953 Ford Consul, petrol restriction bargain, one owner, small mileage, absolutely genuine; £395.—Coles Garages, Ltd., 42, Worpole Rd., Wimbledon 6195 and 96-98, Ewell, By-Pass, Ewell 2393. [C1054]

1956 Consul Mark II, 4,000 miles, grey, leather, heater, many other extras, as brand new, bargain; £715.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Tel. Euston 7811. [C4011]

1956 Consul Mark II saloon, Sarum blue, heater, radio, very carefully used, equal to new; £745; hire purchase arranged.—Lambert Motors (Peterborough), Ltd., Peterborough, Tel. 2117. [7694]

1953 Ford Consul saloon, leather, heater, one owner, exceptional, taxed; £425; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3052]

ARCHIE SIMONS &amp; Co., Ltd.—1954 Ford Consul saloon, colour green, beige leather upholstery, fitted heater, 16,000 miles only, whole car in practically new condition; £525.—95, Great Portland St., W.1. Lan. 1121. [C4013]

NO, not a misprint! 1956 (March) Ford Consul saloon Mark I, fitted heater, loose covers, taxed, one owner, mileage 11,000, spare unused; £485 or £245 deposit.—11, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham. [7719]

## Ford Consul Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. [W1068]

WISH accept less for your Ford Consul saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, 200-220, Cricklewood Broadway, London, N.W.2. Oldstead 2234. Open week-days 9 a.m. to 6 p.m. [W2006]

## Ford Consul Cars Wanted

ALMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston 8885. [W3016/R]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Consuls.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer—

1956 Zephyr Mk. II saloon, green with grey/fawn upholstery, heater, mileage 3,800, one owner, excellent condition; £825; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

CAR MART, Ltd.

£475.—Ford Zephyr saloon, heater (extras), registered November, 1953.

£625.—Ford Zephyr convertible (power operated), heater, registered August, 1955.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039]

H. BEART &amp; Co., Ltd., offer—

1954 Ford Zephyr saloon, finished Dorchester grey with red upholstery, fitted loose seat covers; £495.—102, London Rd. and High St., Kingston-on-Thames 3541. [C1081]

GUY SALMON AUTOMOBILES offer—

1956 Ford Zephyr Mk. II convertible coupe, radio, heater, whitewall tyres, 3,000 miles; £895.

1955 Ford Zephyr, 10,000 miles, overdrive, radio, heater; £595.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

WOOD &amp; LAMBERT, Ltd., main dealers.

1955 Zephyr convertible, Canterbury green, leather, heater, power top, 11,000 miles only, most attractive; £625.

1955 Zephyr saloon, dark green, leather, heater, modified exhaust, etc.; £525.

49 Stamford Hill, N.16. Sta. 3434. [C4093]

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of Al Ford Zephyrs always available; phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

1955 Ford Zephyr, one owner, Michelin X tyres, heater; £500; choice of 2.

FARNHAM MOTORS Co., Ltd., Downing St., Farnham, Tel. 6151. [C2110]

1956 Ford Zephyr, radio, heater, 7,000 miles, one owner, immaculate car; £655.

TAYLOR &amp; CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner, Tel. Slo. 5213. [C4036]

1953 Ford Zephyr saloon, blue; £450.—Hale Motors Ltd., Tot. 7771 (4 lines). [C3077]

FORD Zephyr saloon (1953) blue; £495.—Stratstone, 40, Berkeley St., W.1. Mayfair 4904. [C4022]

1956 Mk II Zephyr convertible, finished in ivory, 1,700 miles only, fitted heater and radio; £945.

R. S. CURRIE &amp; Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1095]

1956 Ford Zephyr saloon, low mileage, Dorchester grey, red leather upholstery, fitted radio and heater, exceptional condition, taxed; £485.

WORTHINGTON MOTORS, Ltd., Broadwater Rd., Worthing, Tel. Worthing 71. [7506]

ALEXANDER Laytall Hi-power conversions for Zephyrs; amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094]

1956 Zephyr electric convertible Mark I, virtually new; accept minor 1000 pick-up as part.—Emberbrook 5722. [7686]

1955 (August) 15,000 miles genuine, one owner, heater, leather; £550.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

1954 (Nov.) Ford Zephyr convertible, immaculate condition, many extras, including new foam covers, power-operated hood, colour blue; £625.

THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford, Guildford 6722-3. [C3099]

1955 Ford Zephyr convertible, power operated hood, [w/3] heater, wing mirrors; £525.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

1956 new type Ford Zephyr 6 saloon, Warwick green with grey/beige upholstery, fitted radio, heater, 7,000 miles only, one owner; £795.—Coventry &amp; Jeffs, Ltd., Bristol 2-0091. [7656]

1954 Ford Zephyr saloon, black with red upholstery, radio, heater, one owner since new, excellent condition; £425.—Hart, Hunthay, Axminster, Devon. Tel. Axminster 2254. [7477]

1956 Ford Zephyr Mark I saloon, heater, leather, loose covers, under 10,000 miles, one owner, faultless car.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames, Kingston 8885. [C3016]

1955 Ford Zephyr 6 saloon, black with leather upholstery, fitted heater and loose covers, in immaculate condition, 14,000 miles only; £575.—Coventry &amp; Jeffs, Ltd., Bristol 2-0091. [7654]

1955 Zephyr convertible, power-operated hood, [w/3] heater, heater, seat covers, many more extras, immaculate condition throughout; £555.—Cavendish Motors Cavendish Rd., N.W.6. Willesden 0048. [C1121]

£398.—Zephyr, 1953, magnificent example, faultless, host extras, also special economiser fitted extra 5 m.p.g.; chms 2; many others; we welcome A.A. or R.A.C. exams; hire purchase; exchanges; selling h.p. a/c settled.

BENMOTORS, 1, Clarendon Rd., W.11 (90 yds, Holland Park Tube). Park 5066-7 &amp; 2971. [C1017]

## FORD ZEPHYR

1953 Zephyr saloon, heater, leather, new condition; £398.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3948. [7713]

1955 Ford Zephyr saloon, finished in unblemished black with red leather interior, this is a genuine low-mileage one-owner car in really immaculate condition, fitted heater, all new tyres, town and country on rear; £450; terms.

MIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

1955 (September) Zephyr convertible, mandarin red, radio, heater, Rimbellishers, badge bar, etc., fitted Raymond Maye twin carburetor conversion, Laycock O overdrive, 5,000 miles only, completely unblemished car as new; £825.

WEST STREET MOTORS (LONDON), Ltd., 66, W. London Rd., Tooting Junction, S.W.17. Mitcham 5281-2-3. [C4097]

1954 model Zephyr saloon, black with red leather interior, radio, heater, reversing light, Town and Country tyres on rear wheels and underserved, body, engine, brakes, tyres, tubes and battery in very good condition, very carefully used and regularly serviced and maintained by Ford main dealers; owner going abroad; nearest £500.—Tel. Sandstead 4850, evenings and week-ends. [7506]

## Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Zephyr cars.—Used Car Dept., Hyde Park 4070. [W1068]

ALMOST new Zephyr required immediately.—Morley, 76, Cambridge Rd., Kingston 8885. [W3016/R]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Zephyrs.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer—

1955 Zodiac saloon, grey/fawn colour combination, all accessories and refinements, low mileage, excellent condition; £595, our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

A1 at Brown's.

1956 (May) Ford Zodiac Mk. II saloon, finished ivory/green interior to match, overdrive under 2,000 miles, taxed year, practically unmarked and indistinguishable from new; £995.

1956 (July) Ford Zodiac Mk. I saloon, grey/fawn, two-tone, leather upholstery to match, overdrive, drive and all extras, 2,000 miles only, unmarked and as new; £825.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2294. [C1025]

PEDIGREE CARS offer—

1955 Zodiac saloon, fully equipped, duo-tone colours, very low mileage, exceptional condition, unblemished throughout; £465.—£40-2, Euston Rd., N.W.1. Euston 7889. [C3093]

H. BEART &amp; Co., Ltd., offer—

1956 Ford Zodiac Mk. II saloon, genuine 4,000 miles, in showroom condition throughout, we thoroughly recommend this car at £865.

1955 Ford Zodiac saloon, fitted radio, loose seat covers and link mats, in excellent condition throughout; £575.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3548. [C1081]

GLANFIELD LAWRENCE, offer—

1954 (December) Ford Zodiac green and grey, fitted many extras, including Ocelot seat covers, high compression head, etc.; £585.—40, Euston Rd., N.12. Finchley 0091. [C3053]

PHILIP RICHARDS, Ltd., offer—

1955 (Nov.) Ford Zodiac saloon, grey/green, 6,000 miles, perfect; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051]

WOOD &amp; LAMBERT, Ltd., main dealers.

1955 (Dec.) Zodiac, grey/fawn, radio, 11,000 miles only; £585.

1954 Zodiac, grey/green, radio; £525.

49 Stamford Hill, N.16. Sta. 3434. [C4093]

WOKING MOTORS, Mercedes Distributors.

1955 Ford Zodiac saloon, 24,000 miles, as new; £500.—Maybury Hill, Woking 4277-8. [C4097]

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of Al Ford Zodiacs always available; phone for our list.—Used Car Dept., Hyde Park 4070. [C1066]

CHARLES POLLETT, Ltd., official Ford agents.

1954 Ford Zodiac, grey and green, one owner, 11,500 miles, guaranteed 3 months; £585.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works &amp; Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningsham 5936. [C2010]

1956 Ford Zodiac Mark II saloon, grey/blue, small mileage, Ripco condition; £825.

RIFCO, Ltd., 16, Albemarle St., Mayfair, London. W.1. Hyde Park 2952-3-4. [C3052]

1955 model Ford Zodiac, 14,000 miles, immaculate, extra indistinguishable from new; £575.

1954 Ford Zodiac saloon, immaculate condition, high seat conversion forming sleeping accommodation; £495.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721. [C3006/1]

H. C. PAUL, Ltd.—1956 Ford Zodiac Mark II saloon, black/red, 4,000 miles; £795.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD ZODIAC

1956 Zodiac Mark II saloon, fitted radio, 5,000 miles only, immaculate.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721.

1956 Zodiac, 3,000 miles only, overdrive, ivory/blue, as brand new bargain: £285.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Tel. Euston 7811. [C4011]

NO, not a misprint! 1954 (July) Ford Zodiac saloon, grey and green, taxed, one owner, heater, spots, superb condition: £445 or £225 deposit.—11, Bennett Rd., Higher Crumpeall, Manchester, 8. Tel. 1924 Cheetham. [7718]

REGISTERED Nov. 1955, fawn/grey saloon, overdrive, fawn leather, heater, fog lamps, reversing light, screen washers, genuine mileage 7,750, loose covers, new condition: £225.—Mealy, 45, Annandale Avenue, Bognor Regis. [7685]

## Ford Zodiac Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Zodiac cars.—Used Car Dept., Hyde Park 4070. [W1066]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Zodiacs.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## FORD (V.8)

## DICKS.

1949 Ford Pilot saloon, fitted radio, heater, good tyres: £225.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 6304. [C1072]

245 gns.—Ford V8 Pilot 1949 saloon, leather, radio, heater, excellent condition: choice of two; terms, exchanges.—Rowland Smith, below.

79 gns.—Ford V8 1937 30hp saloon, very good condition; choice of two terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

SPURLINGS offer: 1951 series Pilot saloon, heater, radio, reconditioned engine, new battery, exceptionally well-kept car, taxed: £265.—Lower High St., Watford 4491. [7590]

## Ford V.8 Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Pilots.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AMERICAN FORD

1955 (July) Ford V8 Fairlane 8-passenger country sedan, auto. transmission, radio, heater, etc., 1,500 miles only, as new.

BROOKLANDS OF BOND ST., 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m., Saturdays 4.30 p.m. [C1029]

1951 American Ford V8 de luxe model 4-door saloon, black, heater: £525.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [C1049/R]

1956 (June) Ford Fairlane 4-door saloon, automatic, r.h.d., radio, heater, 4,000 miles only, indistinguishable from new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721.

1952 Ford Crestline automatic, 26,000 miles from new, one owner, shortwave radio, heater and air-conditioning unit, twin spots: £795.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 3185/1161. [C3096]

## UTILITY—FORD OR OTHER BODIES

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 Ford 10 Martin Walter utility, washers, spot-light: £395.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

## Ford Miscellaneous Cars Wanted

TOP price paid for good Ford.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices paid for Fords.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Rav. 5665. [70336]

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). [70314/R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wansted 6633), main Ford dealers, service and all spares. [70083/R]

FORD Thames conversions: why pay London prices for windows, seat, well and tank?—James Nicholson, Swan Rd., Cambridge. Tel. 2257. [7513]

WE have one of the biggest stocks of EnFo spares in the country from model A, V8, W.D. types and tractor to the current models; Ford reconditioned engines, EnFo accessories, etc.

W. J. REYNOLDS (MOTORS), Ltd., Main Ford Dealers, Ford House, New Rd., Dagenham, Rainham 770 (6 lines); and 66, High St. North, East Ham, E.8. Grangewood 1136 (5 lines). [70786/R]

## FRAZER NASH-B.M.W.

1939 Frazer Nash-B.M.W. type 321 exclusive convertible, grey, red hide, really nice condition: £235. Also 1936 coupe: £125.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. [C1024]

## FRAZER NASH-B.M.W.

125 gns.—Frazer Nash-B.M.W. 1937 1½-litre type 34 sports saloon, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

## Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## GOGGOMOBIL

1957 Goggomobil, in red, immediate delivery from stock.—Corner Garage, Certon St., Blackpool. Tel. 26838. [2063]

A Goggomobil saloon travels 360 miles per month on ration: 4-seater, hydraulic brakes, independent 4-wheel suspension, heater, 60mph, 60mpg: £294.—Distributors, Swannore Garage, Ltd., 1176, Christchurch Rd., Bournemouth. Southbourne 43344. [C4024]

## GORDON

CLAUDE RYE—£188/10 Gordon 1955 Family 4-seater, self starter, 7,000 miles, taxed; genuine bargain.—899, Fulham Rd., S.W.6. Ren. 6174. [7544]

## HEALEY

## GE

1951 Healey-Abbott drop head/touring coupe, two previous private owners, beautiful Burgundy cellulose, ivory-piper Burgundy leather, matching accessories, equipped wheelspats, heater, demisters, fog/passlights, tonehorns, excellent tyres, just fully serviced, extremely fast, written guarantee: £46 gns; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. [C2000]

## Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

## The Autocar

each week and will see YOUR advertisement.

## GUY SALMON AUTOMOBILES offer:—

1953 Abbott Healey drop head coupe, genuine 17,000 miles, originally supplied by ourselves, ivory/red leather, faultless condition: £795.—Portsmouth Rd., Thames Ditton. Embrook 551-2-5. [7672]

1953 Healey P-type Tickford saloon, 36,000 miles, grey with red leather upholstery: £575. [7672]

ALVIS-HEALEY, March 1954, one owner, new white-wall tyres, plus hard top, radio, heater, washers, passlamps, chrome rims, etc., specimen: £845.

ALVIS-HEALEY 1953 model 2½-seater, convertible, a specimen car, grey/red, radio, heater, etc.: £675.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

HEALEY Abbott drop head coupe: £495.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3086]

## Healey Cars Wanted

TOP price paid for good Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005]

ROWLAND SMITH'S the Car Buyers.—Highest Cash prices for Healey.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## HILLMAN

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—

1955 Hillman Californian saloon, black/red colour combination with red interior trim, heater, mileage 13,000 only, one owner, excellent condition: £595.

1955 Hillman Minx Mark VIII saloon, grey with red upholstery, seat covers, low mileage, one owner, excellent condition: £545; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

## ROOTS

HAVE available a range of Hillman cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1 Grosvenor 5401. [C1018/R]

## HILLMAN

## CAR MART, Ltd.

£445.—Hillman Minx saloon, heater, registered August, 1955.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039]

## PEDIKREE CARS offer:—

DROP head coupe 1953 Minx, really an exceptional car, above average condition: £345; 3 months guarantee.—340-2, Euston Rd., N.W.1. Euston 7889. [C3093]

## L. MANDUCA, Ltd., offer:—

1952 (September) Minx saloon, one owner from new: £415; terms and part exchanges.—56, Lancaster Mews, London, W.2. Paddington 9196. [C3112]

## H. A. SAUNDERS, Ltd., offer:—

1955 Hillman Minx Californian, blue/cream with grey upholstery, heater, radio, etc.: £585.

1956 Hillman Minx Mark VIII saloon, grey, red upholstery, heater: £625.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5372 (8 lines). [C4058]

## CHARLES POLLETT, Ltd., offer:—

1954 Hillman estate car, colour sand, one owner, radio, speedo reading 11,500 miles, 3 months guarantee: £525.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 0666.

SERVICE: Works & Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

## GEORGE NEWMAN &amp; Co. offer:—

1955 (April) Hillman Minx coupe, heater, fog lamp, wing mirrors, 10,000 miles, one owner: £565.—369, Euston Rd., London, N.W.1. Eus. 4466. [C3083]

## WARWICK WRIGHT, Ltd., offer:—

1955-6 Hillman Minx saloons, all standard colours, low mileage: from £565.

1956 Hillman Californian, grey and blue, blue upholstery, heater, 7,000 miles, £685; another in ivory and red or green, similar mileages.

1956 Hillman Minx convertible, black, red upholstery, heater, 7,000 miles: £685.

1956 Hillman Minx series I saloon, antelope and grey, red upholstery, 3,000 miles: £745.

1956 Hillman Minx series I convertible, grey, red upholstery, 5,000 miles: £797.

WARWICK WRIGHT, Ltd., 190, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

## PETER BANTOCK CAR SALES offer:—

1956-7 Hillman Minx, current model, 2,600 miles only, literally as new: £725.—104, High Rd., Chiswick 7275/5870. [C1014]

## HENDON CENTRAL GARAGE, Ltd., offer:—

1954 Hillman Californian, cream and red, with red upholstery, fitted heater, radio, overriders, nominal mileage: £499.—Watford Way, Hendon Central, N.W.4. Hendon 8084-5. [C2034]

£499.—1955 Hillman Minx de luxe saloon, impeccable as-new condition.

£399.—1951 Hillman Minx de luxe saloon, only wants seeing, the nicest we have had.

LAMBS OF WOOD GREEN (Established 1897), 120 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

1947 Hillman Minx saloon, black: £245.—Tel. Cle. 4425. [7661]

1954 Hillman Minx saloon, heater: £475.—Lex. Forty Ave., Wembley. Arnold 1154. [7735]

1955 Hillman Minx de luxe saloon, heater: £575.—Lex. Forty Ave., Wembley. Arnold 1154. [7734]

1953 Minx, beige, red upholstery, immaculate: £395; terms, exchanges.—Primrose 6666. [C3108]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Hillman Minx: £175.—355, High Rd., Wembley 4422. [C4015]

1953 Hillman Minx saloon, black: £395.—Hale Motors, Ltd. Tel. 7771 (4 lines). [C2077/R]

1954 Hillman Minx: saloon in blue, fitted heater, one owner, extremely nice throughout: £475.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.9. Ambassador: £266. [C2033]

1955 Hillman oliv coupe, 16,000, maroon: £535; exchange saloon.—Tel. Southampton 68853. [7539]

1951 Hillman Minx saloon, heater, magnificent, guaranteed: £280; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4076]

1955 Hillman Minx special saloon, black, low mileage: £475.—Hale Motors, Ltd. Tel. 7771 (4 lines). [C2077/R]

1949 Hillman Minx, heater, immaculate: £325.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068]

1952 series Hillman Minx saloon, one owner, spotless condition, a selected example at low value price: £395.—Jennings, Richmond 3368. [C3103]

CLAUDE RYE.—£109/10: Hillman 1938 10hp Minx, 4-door, clean appearance, taxed, nice condition: £89, Fulham Rd., S.W.6. Ren. 6174. [7542]

1500 miles!—1956 (June) Hillman Californian, ivory black top, red leather, absolutely as brand new and showing a saving of £220; at £625.

W. S. MILD (SALES), Ltd., 43, Queen St., Maidenhead 3431-2. [C3011]

CALIFORNIAN, October '55, 5,000 miles, black and cream, heater: £595.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841. [C3073]

£435.—1953 Hillman estate car, genuine manufacturers vehicle, one owner, heater, windscreen washers, a beautiful vehicle, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2024]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN

**1955** Minx Mk. VIII de luxe saloon, blue/red, under-sealed, extra instruments, mirror, heater, screenwiper, taxed; £495 (not guinea)—Pickett, 457, Cranbrook Rd., Ilford. (Val. 3398). [7563]

**1955** Hillman Minx de luxe saloon, black, one owner, 16,000 miles, heater, screenwiper, taxed; £585—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [C1063]

**L**ATEST series Minx saloon de luxe, cream and green, 5,200 miles, like new car; £710; hire purchase arranged—Lambert Motors (Peterborough), Ltd., Peterborough. Tel. 2117. [7695]

**1955** (series) 21/10/54 Hillman Minx saloon, black, radio, heater, twin wing mirrors, twin Windtoms, radiator blind, as immaculate one-owner car, written guarantee; £495.

**A**LTHWOOD GARAGE, Althwood Rd., Maldenhead, Tel. Littlewick Green 70: evenings and week-ends. Littlewick Green 3076. [C1107]

**T**ANKARD & SMITH, Ltd., offer 1953 Hillman, sandy beige/red, heater, superb condition; £430; 5 months' written guarantee—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4025]

**A**RCHIE SIMONS & Co., Ltd.—1955 Hillman de luxe saloon, colour golden sand, red upholstery, fitted heater, one meticulous owner since new, nominal mileage; £495—93, Gt. Portland St., W.1. Lan. 1343. [C4013]

**1955**—Hillman Minx, December 1946, saloon, black, sliding head, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**1955** (October) Hillman Minx convertible, black, red leather, only done 8,000 miles, used only inside or out; price £550; exchange considered—Bondgate Motors, Bishop Auckland, Co. Durham. (Tel. Bishop Auckland 3019). [7550]

**1951** Hillman Minx left hand drive drop head four-seater coupe, excellent appearance, tyres and performance in terms of speed and acceleration—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8994. [C3059]

## HILLMAN HUSKY

**W**HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer—

**1955** Hillman Husky, green with beige upholstery, heater, moderate mileage, very good condition; £465: our hire purchase terms are now 5% for 18 months.

**W**HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**1955-6** Hillman Husky double duty, all standard colours, only done 14,000 miles, used only inside or out; price £495; exchange considered—Bondgate Motors, Bishop Auckland, Co. Durham. (Tel. Bishop Auckland 3019). [7550]

**1955** Hillman Husky, November, 1955, one owner, heater, undersealed, door mirror, 11,000 miles, grey with red upholstery—Edgar 2255. [C4046]

**J**ACK ROSE, Ltd., offer 1955 Husky estate car in grey, one owner, 12,000 miles; £425—Stafford Rd., Watlington Surrey. Watlington 6977. Burgh Heath 2376. [C3954]

**1956** Hillman Husky, green/grey, one owner, 9,000 miles, heater, Ace Rimblebushers; £535—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

**1955** (August) Husky, blue, one owner; £445—Eustace Watkins, Ltd., 12, Chelsea Mews, S.W.3. S.W.3. (Flaxman 8181); 399, London Rd., Croydon (Thornton Heath 4283). [N4046]

## HILLMAN MISCELLANEOUS

**P**ENICIX MOTOR Co. (SURREY), Ltd., offer—

**1955** Hillman Husky, grey, low mileage; £545.

**1954** Hillman Minx convertible, blue, heater, low mileage; £345.

**1954** Hillman Minx saloon, blue, heater, 13,000 miles; £510.

**1953** Hillman Minx saloon Mark VI, blue, low mileage; £455.

**P**ENICIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 0161. [C5044]

## Hillman Cars Wanted

**W**HY accept less for your Hillman Minx saloon when you can get its full market value from **FERRARIS OF CRICKLEWOOD**, 220-222, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2006]

**T**OP price paid for good Hillmans—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Hillman—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Hillman Spares and Service

**N**ORMAND, Ltd.,

**H**AVE your car serviced by the experts.

**S**ATISFACTION guaranteed.

**N**ORMAND, Ltd., 405-9, King St., W.3. Rav. 3665. [C538]

**A**TALANTA Service Station, spares and service, trade supplied—70-81, New King's Rd., Fulham, S.W.6. Renown 1183. [C1143]

**M**ODERN SERVICES GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam-Talbot spares and accessories—Wim. 5155. [C0038/R]

## H.R.G. Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## H.R.G. Spares and Service

**C**HARLES POLLETT, Ltd., have a large stock of spares.

**S**HOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

**S**PARS part's.

**S**ERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham. 5956-7-8. [C0594/R]

## HUMBER

**R**OOTES

**H**AVE available a range of Humber cars of very low mileage.

**D**EVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [C106/R]

**T**OM GARNER, Ltd., offer—

**1952** Humber Pullman Mk III 7-pass. lim., black, leather, htr.; £895.

**1955** series Humber Hawk Mk VI sin., claret, htr., 19,000 miles; £685.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

**C**HARLES POLLETT, Ltd., offer—

**1955** Humber Super Snipe saloon, grey, red leather, heater, one owner, part exchange and h.p.

**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6369.

**S**ERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

**W**ARWICK WRIGHT, Ltd., offer—

**1955** Humber Hawk saloon, black, red upholstery, 14,000 miles; £775.

**1956** Humber Hawk saloon, blue and grey, red upholstery, radio, heater, 9,000 miles; £875.

**1956** Humber Super Snipe (automatic gear) saloon, maroon, fawn upholstery, 7,000 miles; £1,175.

**1953** Humber Super Snipe saloon, black, red upholstery, radio and heater, 8,000 miles; £695.

**W**ARWICK WRIGHT, Ltd., 151 New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

**H**ENLYS offer with 4 months' guarantee—

**1952** Humber Super Snipe saloon, black with red interior; £395.

**H**ENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [7742]

**P**ENICIX MOTOR Co. (SURREY), Ltd., offer—

**1955** Humber Hawk saloon with overdrive, fitted heater, windscreen wash, loose covers, wing mirror, one owner; £750.

**1952** Humber Hawk saloon, black, radio; £450.

**P**ENICIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 0161. [C3044]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer—

**1953** Humber Super Snipe, r & h, partition, immaculate; £365.

**1950** Humber Hawk; £295—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

**A**UTOMOBILE & AIRCRAFT SERVICES, Ltd., offer—

**1953** Humber Hawk saloon; £495.

**M**ARLBOROUGH WORKS, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7905. [C1006]

**H**EARSES brochures available deck or bearer, on the 27th chassis, inspection invited.

**A**LEE AND SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens, Richmond 1161. [C1102]

**1951** Hawk, export model; £350 or near—Adams, East View, Highworth, Wilt. [7496]

**1955** model Humber Hawk, 7,000 miles, heater, absolutely as new; unrepeatable at £575.

**S**COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

**1948** Humber Hawk saloon, black, immaculate condition; perfect order throughout; £265.

**D**OUGLAS CAR SALES, Eleanor Cross Rd., Waltham Cross. Tel. Waltham Cross 4124/4823. [C1075]

**1946** Humber 14 de luxe saloon, black, brown leather, sunshade roof, excellent car; £250.

**M**ICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [7496]

**1952** Humber Super Snipe, black, beige leather; £510; terms, exchanges—Primrose 668.

**1955** (reg. Dec. '54) Humber Hawk saloon, genuine mileage 14,000, black, overdrive, heater, radio, the whole car as new; £695.

**R**. F. SURPLICE, 1-9, Sheet St., Windsor. Tel. 201. [7534]

**£499!!!**—1954 Humber Hawk de luxe saloon, only one owner, grey with red leather, beautiful car, bargain price.

**£1199!!!**—1953-4 Humber, full 7/8-seater Imperial saloon de luxe, blue riband engine, chauffeur maintained for private use, small genuine total mileage, impeccable condition throughout, leather upholstery, spot lamps, etc., the finest 7-passenger you can possibly find.

**L**AMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052]

**L**IMOUSINES: Jack Alpe offers selection privately owned postwar Pullmans and seven passenger Imperial saloons. See advertisement under LIMOUSINES.

**J**ACK ALPE LIMOUSINES, 50, Marylebone High Street, W.1. Welbeck 1124. [C1105]

## HUMBER

**1954** Humber Hawk, a superb vehicle; £585—Smith & Hunter, 378, Kensington High St., W.14. [C4019]

**P**ORTSEA MOTORS, Ltd.—1955 Humber Hawk, overdrive, heater, colour maroon, brand new condition; £725.

**1949** Humber Super Snipe, heater, specimen car, must be seen; £245—142, Finchley Rd., N.W.3. (Opposite Finchley Rd. Tube Station). Ham. 9661. [C3111]

**1953** November Hawk saloon, side valve engine, grey, red interior, nominal mileage; £495—Robbins, East Putney. Tel. 7881. [C3019]

**1953** Humber Hawk, grey, red leather, heater, radio, excellent condition; £445—Dobson, Ltd., Humber Agents, Staines 801. [C1074]

**1955** Humber Hawk saloon, black with red interior, fitted overdrive, one owner, superb condition throughout; £695.

**W**EBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2233. [C4064/I]

**1954** Humber Hawk saloon, Mk VI, green with beige interior, fitted overdrive, heater, white-wall tyres, etc., excellent condition throughout; £650.

**W**EBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2233. [C4064/I]

**A**& S, Ltd. Humber Pullman and Imperial series passenger cars. See under LIMOUSINES column for large selection.

**A**LEE & SAUNDERS Ltd. (Limousines Purchased), A Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]

**1956** (July) Humber Hawk de luxe, duo green, 16,000 miles only, as new; £825—Yeoward, Over Square, Windsor, Cheshire 2368. [7653]

**1954** (Sept.) Humber Hawk Mark VI ohv saloon, black, radio, heater; £575—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 601. [C1076]

**1949** Humber Super Snipe Tickford convertible coupe, green, beige leather, radio, heater, excellent condition; £425—Salmons Garages, Ltd. Temple Bar 3338. [C4029]

**1951** model Humber Hawk, satin bronze, red leather, sunshade roof, very nice condition; £395—Jacquier, Ltd., 225-7, Hammersmith Rd., London, W.8. Tel. Riverside 6577-8. [C3043]

**1947** (November) Super Snipe, beautiful condition throughout, twin spot lamps, Rimblebushers, taxed, well maintained; £165; terms—S. Balcombe St., N.W.1. Paddington 5107. [7436]

**1955** Humber Hawk Mark VI saloon, grey, red leather, overdrive, radio, heater, fog lamp, one owner; £650—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083]

**£675**—Humber Hawk saloon, July 1955, one owner, 16,000 miles, overdrive, radio, screen wash, heater, whole car as new; terms, exchanges—Roberts, 26, Cleveland Gardens, London, W.2. Ambassador 3566. [7594]

**1955**—Humber Super Snipe September 1949 car, 11 de luxe saloon, sliding head, leather, heater, good condition; choice of two terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1955** (Nov.) Humber Hawk, colour black with red upholstery, total mileage 11,000, extras include overdrive, radio with twin speakers, heater, loose covers, fog lights, turbo discs; £675—Jack Smith Motors, Ltd., 23, Bruton Place, W.1. Mayfair 0661-2. [C4063]

**H**umber Cars Wanted

**T**OP price paid for good Humber—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Humber—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**A**LMOST new Humber required immediately—Morrey, 76, Cambridge Rd., Kingston. Kingston 3885. [W5016/R]

**H**umber Spares and Service

**T**HE Humber specialists for all spares. Tel. Uplands 3637. See advt. under Parts & Accessories. [C0396/R]

## JAGUAR

**H**ENLYS, Ltd.,

**E**NGLAND'S Largest Jaguar Distributors.

**D**EVONSHIRE House, Piccadilly, W.1. (Hyde Park 3151).

**H**ENLYS, House, 385, Euston Rd., N.W.1. (Euston 4444).

**M**ANCHESTER (Blackfriars 7843).

**B**RISTOL (Bristol 21326).

**B**OURNEMOUTH (Bournemouth 6314).

**N**ORTHAMPTON (Northampton 907).

**C**AMBERLEY (Camberley 77).

**H**OUNSLOW (Hounslow 3454).

**F**INCHLEY (Finchley 0081).

**G**REAT West Rd. (Kaling 3477). Official Jaguar Service Station. [C037/R]

**2.4**

**£1260** or fair offer—Jaguar 2.4 special equipment saloon, dark green, green leather, 3,004 miles, Motorola press-button radio, taxed, and like new; terms, exchanges—Lorraine Garage, 29, Elveston Mews, Queens Gate, S.W.7. Knightsbridge 6974. [C1086]

**1951** Jaguar Mark V saloon, one owner, superb condition, guaranteed mileage; £515.

**C**OLIN RAINES, Ltd., 328, Holdenhurst Rd., Bournemouth. Boscombe 59946. [C1103]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- JAGUAR**  
E.F.S. offer:—  
**1955** (March) Jaguar Mk VII M-type saloon, overdrive and radio, 15,000 miles only, excellent condition; £1,150.  
E.F.S. MOTORS Ltd., Kingston By-Pass Rd., Esher, Surrey, S20 000. [C2112]  
**CAR MART, Ltd.**  
**£650**—Jaguar 3½-litre Mk VII, drop head, heater, registered March, 1954.  
CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039]  
**H. C. PAUL, Ltd.**  
AUTOMATIC 1955 Jaguar Mk VII saloon, grey, A mileage 11,000, radio, one owner; £1,250—32.  
Brunton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]  
**STURGESS, Leicester.**  
**1957** 2.4-litre saloon, B.R. green/tan, special equipment and overdrive, 1,400 miles only, spotless condition of course; £1,395.  
**118** Charles St. Tel. Leicester 20033 & 5792. [0172/R]  
**CHIPSTEAD MOTORS, Ltd.**  
**NEW** 2.4 special equipment, overdrive, maroon/biscuit.  
**XK140** hard top, dark blue, 1956 series, as new; £1,285.  
**NEW** XK140 special equipment d/h, Michelin X tyres and 3.31 axle, grey/red.  
**XK120** 1951, choice of 2, ivory, grey and black, excellent condition.  
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London S.W.3, Fitzman 0052/7253, 7154.  
**GREAT WESTERN MOTORS.**  
OFFICIALLY appointed Jaguar dealers.  
**THE Jaguar specialists.**  
**1956** (January) Mk VII, B.R.G. green hide, fitted overdrive, low mileage, immaculate; bargain £1,165.  
**1954** Mk VII, black, brown hide; £750.  
**1953** black, brown hide; £660.  
**1953** Mk VII, black/white, red hide, radio, very smart car; £635.  
**1950** Mk V, black, brown hide, fitted radio, screen washers; £350.  
THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee—4-6-8, Bishopsgate Rd., W.2. Ambassador 1061. [C2089]  
**ROSE & YOUNG, Ltd., offer:—**  
**1956** Series XK140 fixed head coupe, 10,000 miles only, fitted overdrive, H.M.V. radio, luggage carrier, spot lamps, etc., one owner, immaculate, black; £1,275.  
**1955** Series Jaguar Mark VII M type, fitted overdrive, immaculate condition, one owner British racing green; £925.  
**1956** Jaguar 2.4-litre saloon, 5,000 miles only fitted H.M.V. radio, loose covers, chrome rims, etc., as new; £1,245—68-69 Sternhold Ave. Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulsa Hill 6464 and 8182. [C3057]  
**H. BEART & Co., Ltd., offer:—**  
**1956** Jaguar XK140 fixed head coupe, superb throughout and outstanding value at £1,395.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3548. [C1081]  
**PHILIP RICKARDS, Ltd., offer:—**  
**1956** (June) Jaguar 2.4 saloon, ivory/red, 2,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772/3. [C3051]  
**HENLYS, Jaguar Service Station.**  
**1956** (February) 2.4, pastel blue with blue, radio, model (September 1956) 2.4, British Racing green and tan, overdrive.  
**1956** (April) 2.4, pastel green and green.  
**1956** (June) 2.4, black and tan, loose covers.  
**1954** (November 1953) Mark VII, black and tan, loose covers.  
**1955** (November '54) Mark VII, battleship grey and grey, overdrive.  
**1956** (March) Mark VII, automatic transmission, birch grey and red.  
**1956** (April) Mark VII, automatic transmission, lavender grey and green.  
**1956** (April) Mark VII, automatic transmission, lavender grey and grey.  
**HENLYS, Ltd., Great West Rd., Brentford, Middx.** Ealing 3477. [7753]  
**HENLYS offer with 4 months' guarantee:—**  
**1956** Jaguar XK140 fixed head coupe, s.e., one owner, pastel blue with blue interior; £1,595.  
**HENLYS, Ltd., Henry Corner, North Circular Rd., N.W.11, Finchley 0081.** [7750]  
**WORKING MOTORS Mercedes distributors.**  
**1955** Mark VII Jaguar M type saloon, overdrive, beige, red leather, radio, 14,000 miles, one owner, spare wheel, immaculate condition; £895.—Maybury Hill, Woking 4277-8. [C4057]  
**JACK BOND (West End Branch) offer:—**  
**£295**—Jaguar 2½, 1949 sports saloon, immaculate coachwork, sunroof, heater, new tyres.  
**VINTAGE AUTOS, 105, Queensway, W.2, Tel. Bayswater 5929 and 8330.** [C4079]  
**BROADWAY MOTORS, Hounslow, offer:—**  
**£395**—November 1950 XK120, red, black hood, excellent mechanical order.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175 9308. [C1113]
- JAGUAR**  
**HENLYS offer with 4 months' guarantee:—**  
**1955** Jaguar Mark VII saloon, overdrive, radio, one owner, cream with red interior; £1,095.  
**HENLYS, Ltd., Parkway, Regent's Park, N.W.1, Gulliver 5721.** [7743]  
**COOMBS & SONS (GUILDFORD), Ltd., offer:—**  
**JAGUAR** XK140 fixed head coupe, 1956, full special equipment model, finished in battleship grey with red upholstery, extras include radio, wire wheels, wing mirrors, spotlights, etc., very low mileage; £1,475.  
**COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]**  
**WILLIAM GORDON CARS OF COVENTRY offer:—**  
**1953** (August) Jaguar Mk VII, one owner, battleship grey, radio, leather, radio, 2,650.  
**WILLIAM GORDON CARS, Sovereign Road Garage, Sovereign Rd., Earlston, Coventry 62813/68349.** [C2102]  
**PORTSEA MOTORS, Ltd., offer the following Jaguars.**  
**1955** M type Mark VII, latest H.M.V. radio, overmarked condition, grey, red, leather, low mileage, unmarked condition; £1,075.  
**1952** Jaguar Mark VII, radio, beautiful condition, one owner.—142, Finchley Rd., N.W.3 (opposite Finchley Rd. Tube Station), Ham. 9661. [C3111]  
**1956** Jaguar M-type B.R. Warner, 4,000 miles only; £1,525.  
**1956** Jaguar XK140 hard top, birch grey and red, 1,600 miles only; £1,400.  
**1955** Jaguar M-type, birch grey, 12,000 miles; £1,025.  
**1955** Jaguar M-type, overdrive; £1,000.—Farnham Motor Co., Ltd., Downing St., Farnham, Tel. 6151. [C2110]  
**1953** model Jaguar Mk VII, recellulosed, birch grey, excellent condition; £725.  
**1951** Jaguar Mk V drop head coupe, dark green, excellent condition throughout; £495.  
**THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford, Guildford 7227/8.** [C3099]  
**CHARLES FOLLETT, Ltd., official Jaguar agents, offer:—**  
**1955** Jaguar Mk VII M saloon, with overdrive, birch grey, one owner, radio, speedo reading 12,000 miles, excellent condition; £1,175.  
**1955** Jaguar Mk VII automatic gear box saloon, Pacific blue, grey leather, radio, speedo reading 14,000 miles; £1,395.  
**SHOWROOMS, 16, Berkeley St., W.1. Mayfair 6266.**  
**SERVICE: Works & Stores, Barnsdale Yard, Off Elgin Ave., W.9. Cunningham 5936.** [C2010]  
**SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—**  
**1948** 3½-litre Jaguar drop head, as new; £295.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]  
**1955** Jaguar M type saloon, black/red, low mileage, one titled owner, Ripco condition; £995.  
**RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 3254.** [C3052]  
**£1250**—1955 Jaguar XK140 drop head coupe, 10,000 miles, virtually brand new.  
**£899**—1955 Jaguar M series saloon de luxe, one owner, spotless condition.  
**£399**—1950 Jaguar Mark V 3½ de luxe saloon, two owners, spotless condition; choice 2.  
**£265**—1948 Jaguar 3½ de luxe saloon, the finest value on offer today; choice 3.  
**LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase; 421-123, High Rd., Finchley. Finchley 6222.** [C2052]  
**DUNCAN HAMILTON & Co. offer at today's prices the following specially selected cars.**  
**1955** Jaguar XK140 drop head coupe, battleship grey with red interior, fitted fog light, manually controlled spot light, etc., in beautiful order throughout, one owner.  
**1955** Jaguar XK140 fixed head coupe, grey with red interior, fitted H.M.V. radio, C type head with large carburetors, close ratio gear box, twin exhaust, wire wheels with Michelin X tyres, spot light, windscreen washer, etc., one owner, chauffeur maintained, faultless in every way, absolutely immaculate.  
**1954** Jaguar XK120 drop head coupe, 18,000 miles only, battleship grey with red interior, radio, heater, spot lights, loose covers, etc., spare unused, faultless example; £835.  
**1953** model Jaguar Mk VII saloon, grey with red interior, fitted extras, very well maintained.  
**1953** Jaguar XK120 fixed head coupe, 21,000 miles, ivory with green interior, special equipment model, including wire wheels, twin exhaust, etc., beautiful example.  
**1951** XK120 roadster, grey with red interior, twin exhaust, unmodified, unmarked.  
**33, High Rd., Byfleet, Surrey. Byfleet 5101 by day and night.** [C1091]  
**1956** Jaguar 2.4-litre special equipment saloon, low mileage, ocellot covers; £1,195.  
**TAYLOR & CRAWLEY, 428, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6881.** [C4036]  
**J. H. BARTLETT—Jaguar 1954 XK120 drop head, 12,000 careful miles.—27, Penbridge Villas, W.11.** [C1013]  
**1955** Jaguar Mk VII overdrive saloon, 14,000 miles; £850 for quick sale.—Chs. 4202, 9 a.m.-5 p.m. [7374]  
**1952** Jaguar Mk VII, black with red upholstery, heater, radio, 41,000, one owner, chauffeur driven, outstanding condition; £575.  
**JACK ALPE 50, Marylebone High St., W.1. Welbeck 1124.** [C1103]  
**1956** Jaguar Mark VII, fully automatic transmission, colour pearl grey, red interior, many extras, radio, heater, loose covers, mats; £1,500.  
**STADIUM GARAGE (CRAWLEY), Ltd., 11, Field Rd., Crawley, Sussex. Tel. Crawley 1060/3 and 25182/8.** [7585]  
**BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3549** [0061/R]
- JAGUAR**  
**1956** Jaguar 2.4 special equipment, overdrive, radio, 6,000 miles only, immaculate condition; £1,375.  
**1955** Jaguar Mk VII saloon, overdrive, grey/red, radio, one owner, moderate mileage, excellent condition; £975.  
**1954** Jaguar Mk VII, black/tan; £750.—Saul & Slater, Ltd., Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4002]  
**1947** 1½ Jaguar, special equipment; £300.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C3026]  
**G & M ALFREDS (1936), Ltd.—1952 Series Jaguar Mark VII radio, heater, loose covers; £595.—67, Warren St., W.1. Euston 3268.** [C1005]  
**1954** Jaguar Mark VII saloon, British racing green, grey interior, fitted radio, Michelin tyres, two owners only, excellent condition throughout; £795.  
**WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2253.** [C4094]  
**2.4** Jaguar, special equipment, nominal mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]  
**1955** Jaguar type M saloon, green, radio, loose covers, one owner; £1,295.—Odeon Motors Ltd., Barnet 1144. [C3023]  
**1952** Jaguar Mark VII saloon, grey, red, radio, £2545; exchange small car.—Tel. Southampton 68852.  
**1952** Jaguar Mark VII saloon, grey/red upholstery, heater, mileage 24,000.—Chancellors & Co., Ascot, Tel. Ascot 1. [7398]  
**XK140** hardtop 1955, 7,000 miles, radio, new condition; £1,295.—M. Austin, Kensington 8862 or Welbeck 6655. [6142]  
**1955** Mark VII M, low mileage, overdrive, one owner, immaculate; £295.—Tolworth Motors Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]  
**MARCH 1951** XK120 detachable hard top, radio, excellent condition, Bristol red; £595.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8233. [C2073]  
**1953** (November) Jaguar Mark VII saloon, green, brown hide, radio, heater, etc., excellent condition; £735.—Robbins, East Putney, Tel. 7881. [C3010]  
**1948** Jaguar 1½-litre, finished in gunmetal, grey, birch heater, radio and two spot lamps, 27,000 miles, carefully used example of this popular model; £295.  
**CHESAIRE MOTOR CO., Ltd., 620, Great Cambridge Rd., Enfield, Middlesex. Tel. Enfield 3456.** [7486]  
**3½-litre** Jaguar Mk VII saloon, 24,000 miles, overdrive, colour black, brown upholstery, car in elegant condition; £825.—Oke, Kingsbridge (2305), Devon. [7552]  
**1955** Jaguar XK140 drop head coupe, light green, beige leather and hood, nominal mileage; Ivor Beal, Ltd., 33 Scarsdale Villas, Kensington, W.8. Western 2789. [C1114]  
**1954** Jaguar Mark VII, dark green/green hide, overdrive, heater, one owner, excellent condition throughout; £735.—George Hitchen, 3, North Park Drive, Blackpool. Tel. 25551. [7637]  
**2.5-litre** Mk VII saloon, one owner since new, as new, excellent example of this rare model; £360, terms and exchanges.—Searle, Ltd., 14, Bridge Rd., Chertsey 2340. [C4069]  
**1955**—Jaguar, November 1949, Mark V saloon, maroon, sliding head, red leather, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.  
**1955**—Jaguar 1947 3½-litre saloon, sliding head, 5 heater, very good condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 5041. [C4018]  
**1954** XK120 drop head coupe, many 140 modifications, blue, heater, radio, etc.; maintained regardless of cost, unique offer; first £675, Year £675 secures.—Anthony Crook, Esher 4530, Surrey. [C1063]  
**1955** Jaguar Mk VII M-type, black/red, overdrive, radio, heater; £795.—L. F. Ward, Grange Road Garage, Thornton Heath. Tel. Thornton Heath 5646. [C4043]  
**1950** Jaguar Mk V saloon, beige, fitted H.M.V. radio, heater, really nice condition, 24mpg claimed; £295.—Blevins Motors, Ltd., 210, Barrack Rd., Christchurch 213. [7767]  
**1953** Jaguar Mark VII, de luxe model, black, birch with brown upholstery, one owner, immaculate condition; £675.—R. W. Jones, 40, High St., Town, Merioneth. [7628]  
**1953** (July) Mk VII, Pacific blue, low mileage, one owner, this car is so perfect it is impossible to fault; exchanges, etc.; £675.—Skelley's of Motherwell, Ltd. Tel. 1560. [7731]  
**£165**—Jaguar 2½-litre d.h.c., condition equal to most 1950 models, beautiful red hide upholstery, recent new top, fitted radio.—Cok's Motors, 11-15, Conduit St., Leicester 27319/20083. [C1059]  
**1955** Mark VII Jaguar, automatic, radio, low mileage, beautifully maintained throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006/1]  
**1950** Jaguar Mark V saloon, reconditioned engine, in excellent mechanical condition, of pleasing appearance, one owner; £375.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. [C4051]  
**JACK ROSE, Ltd., offer: 1956 (July) 2.4, pastel blue with blue hide, 3,000 miles, special equipment, almost as new; £1,245.—Stafford Rd., Wallington, Surrey. Wallington 6677. Also High St., Banstead, Burgh Heath 3376.** [C3056]  
**1955** (Nov.) Jaguar Mark VII, automatic drive, radio, heater, etc., genuine one owner, finished grey with red hide; nearest £1,375.—Bilston Motor Services, Ltd., 120, Willenhall Rd., Edgbaston 41572. [7526]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

JAGUAR 3½-litre, 1948 drop head, black leather upholstery, heater, wheel above average; £185.—Watkins Service Garage, Ltd., High Street, Banstead. Burch Heath 1414. [7516]

1952 model Mk VII saloon, in dual tone light grey and black with brown leather upholstery, a very smart car in above average condition; £615.—K. J. Motors, Ltd., Bromley. Rav. 3456. [7642]

NO, not a misprint! 1956 Jaguar 2.4 SE saloon with loose covers, mileage 6,000, taxed, grey/red interior, superb condition; accept £1,045, repay £1,045, or £525 deposit.—J. Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Chetham 1994. [7716]

2.4 special equipment Jaguar in black with biscuit upholstery, Feb. 1956, fitted radio, 11,000 miles, lowest priced 2.4 yet offered; £1,195.—R. Smith, The Garage, Windermere (Tel. 951, evenings 918), Westmorland. [7679]

1950 Jaguar Mark V special equipment saloon, finished black with brown leather interior, all extras new tyres, etc., a really immaculate example in superb mechanical condition, fitted reconditioned engine; £350.—Tel. for details. [C3000]

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 5457. [C3000]

XXX 1953 (May) Jaguar Mark VII saloon, black with brown hide, heater, screen washers, a quite outstanding and very attractive example; written guarantee, £670, terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2005]

1955 (late) XK140 fixed head specialist model, 5,000 miles, C type engine, D type steering and suspension, twin exhausts, wire wheels, Alfa drums, D type seating, whole car as new, red/maroon upholstery, overdrive.—For full details apply Francis Motors, 395, Humberstone Rd., Leicester. Tel. 68304. [7709]

## Jaguar Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd. URGENTLY require Jaguars, very late models; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [0943/R]

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0180/R]

TOP price paid for good Jaguars.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston 9885. [W5016/R]

DUNCAN HAMILTON & Co. urgently require late model Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

## Jaguar Spares and Service

H HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Chetham Hill Rd., Deansgate 6216-7. [0953/R]

KJ MOTORS Ltd., S.E. England's largest Jaguar parts stockists, Bromley. Rav. 3456. [6887/R]

LANCASHIRE specialized sales, repair and spare parts service, available at—Partners, Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R]

## JARC

70mpg and 8hp car ration, 1955, duo tone finish, under 3,000 miles; £275.—Two Strokes, Ltd., Stanmore Hill, Middx. Grimsdyke 1166/67. [7531]

## JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. Spare parts for Jeep, home and export.

1956 illustrated assembly guide and parts catalogue, price 1/-, largest stocks, lowest prices; exchange plan engine, rear box, clutch, etc.; noted for all American spares.—331-3, High Rd., Chislewick, London, W.4. Chf. 1919-6850. [0335/R]

AUTOWORK, Ltd., principal Jeep stockists, also complete spares range, exchange units, etc.—Southgate St., Winchester. Tel. 2953. [C1010]

£130 buys a special bargain.—See Metamot, famous for 19 conversions.—989, Belsize Lane, N.W.3. Hampstead 8251. [0515/R]

JEPS, private car or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Auto), 15, St. John's Rd., Hampton Wick. Kingston 4718/8248. [0820/R]

## JENSEN

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JENSEN 541 sports saloon, fitted with overdrive, rev. counter, etc., March 1956, finished in Imperial crimson with beige hide upholstery, 7,000 miles, condition unmarked and as new; £2,100. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057]

MICHAEL CHRISTIE MOTORS, wholesale and retail.

JENSEN specialists since their inception.—541 demonstrator available anywhere.

INTERCEPTOR, and 541 for quick delivery; quality used Jensens bought and sold.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

NORTHWOOD MOTORS, wholesale and retail, 541 saloon; demonstrations; immediate delivery.—George St. Hall, Tel. 33822. [C1308]

## JENSEN

ROSE & YOUNG, Ltd., for your new Jensen 541, wholesale and retail; part exchange welcomed.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulsa Hill 6464. [C3057]

1955 Jensen 541 saloon, special head and twin exhaust, rev. counter, heater, etc.—Showrooms open until 6 p.m., Saturdays 4.30 p.m. Brooklands, 103, New Bond St., London, W.1. Mayfair 8351. [C1029]

1951 Jensen Interceptor drop head foursome coupe, moderate mileage, golden bronze, fawn leather, fitted heater, etc. a rare example of these 100mph cars with original list price of £2,700; offered by us at £2695.

SPEED MODELS, 54, Warren St., Euston Rd. W.1. Euston 2156. After 6, Livingstone 7777. [C2104]

## Jensen Cars Wanted

JENSEN Interceptor saloons and drop head coupes wanted.—Michael Christie Motors, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [W1094]

1956 (Aug.) Jensen 541 saloon, deep carriage green, dark red leather, fitted with special high compression head and twin exhaust system, special 2.9 back axle ratio, overdrive, rev. counter, heater, screen washers, flame thrower and spot lamp, exterior mirrors, special head lamp flasher switch and wire wheels; cost over £2,600; accept £2,100.

1955 Jensen Interceptor (first reg. Dec. '54) saloon, carriage green and biscuit, fitted, overdrive and twin spots, 36,000 miles, as new; £1,450. MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094/1]

## JOWETT

WM WELBECK MOTORS offer a complete range of Javelins, undoubtedly the car of the moment, for every Javelin will always give genuine 20mpg.

1953 Jowett Javelin de luxe (full series III), very latest type, very dark green with beige hide, mileage 15,000, this car is virtually identical to new and is probably the only Javelin in such condition available today; £565.

1952 Jowett Javelin de luxe, black with brown interior, full series III engine, superb condition; £435.

1950 Jowett Javelin de luxe, grey with red interior, radio, engine now being reconditioned by Clarke of Pritchard; £365.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4045]

## BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnersfield Lane, Harrow. Tel. 6225-8. [0913/R]

1949 (Oct.) Javelin Series III, models, loose covers, one owner; £325.

THE ONSLOW MOTOR CO., Ltd., 28, Onslow St., Guildford, Guildford 6727/8. [C3099]

1954 (Sept.) Jupiter Ia green, heater, 15,000 miles, superb condition; £585.—Woking 2033. [7032]

1950 model Javelin saloon (PB series), beige, 2 owners, has been really well cared for; £325.—Goring 43932 (Worthing). [7574]

PORTSEA MOTORS, Ltd.—1952 Javelin de luxe, maroon, heater, screenwashers, Ace Rimbells, unmarked condition; £265.—142, Finchley Rd., N.W.5. Opposite Finchley Rd. Tube Station. Ham. 9661. [C3111]

465ms.—Jowett Javelin 1953 de luxe saloon, grey, red leather, series III engine, oil radiator, radio, heater, screen washers, carefully used; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## Jowett Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Are far the best buyers for good Javelins. [W4049]

## Jowett Spares and Service

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. [0794/R]

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradford always in stock; specialised repair, tuning and service.

Horley, Surrey. Tel. Horley 17. [0961/R]

G. W. WILKIN, Ltd., for Jowett spares and service.

—1, Weston Park Kingston. Kin. 2241. [84053]

JOWETT Javelin and Bradford spares, large stock new parts.—Newmans, Hammersmith Broadway, W.6. Tel. Riv. 4646. [83024]

BIRMINGHAM agents, large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Coppe St., Birmingham, 18. Edg. 0916. [0549]

BUNTING'S MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett, Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R]

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd., N.17. Tot. 1908/7553. [0504/R]

## Jowett Spares and Service

COOTER & GREEN, Ltd., Jowett main agents; Javelin, Jupiter and Bradford spares, repairs and service.—The Eden Park Garage, 435, Upper Elmers End Rd., Beckenham, Kent. Bec. 2565. [0649/R]

A. V. Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 30 years' Jowett experience. [0759/R]

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—238-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wen. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R]

## LAGONDA

GUY SALMON AUTOMOBILES offer:—

1955 Lagonda 3-litre drop head coupe, 13,000 miles; offers.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1954 Lagonda (1955 modifications) drop head coupe.

1953 Lagonda 2.6-lit. Mark 2 4-door saloon, radio.

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351. [C1029]

SHOWROOMS open until 7 p.m., Saturdays 4.30 p.m.

1937 Lagonda L.O.4 drop head coupe, excellent works history, grey; £225.—L. P. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 5066. [C1076]

1938 4½-litre L.G.6 saloon, independent suspension, now in course of comprehensive check; £465.

—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-5. [C1080]

1950 Lagonda 2½-litre drop head coupe, maroon with beige hide upholstery, fitted wing mirrors, screen washers, radio, heater, nominal mileage, in excellent condition throughout; £625.

—J. ARBY & COX, Ltd., 35, St. John's Hill, North Finchley, N.12. Tel. Hillside 0560/6907-8. [C3083]

1952 Lagonda 2½-litre drop head 4½-seater, outstanding condition; £695.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth. (Southbourne 43344.) [C4024]

## Lagonda Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years' service manager to Lagonda, Ltd.) Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [0360/R]

## LANCHESTER

STRATSTONE, Ltd., Lancaister distributors.

LANCHESTER 14 saloon, black, brown leather, 8,000 miles; £635.—Stratstone, 40, Berkeley St., S.1. (Mayfair 4404.) [C4022]

1953 Lancaister 14 saloon, green, with green dition; £525.—Swanmore Garage, Ltd., 1176, moderate mileage; £695.—Coventry & Jells, Ltd., Bristol 2-0091. [7637]

£495.—1953 Lancaister 14 saloon, maroon, red leather, radio, heater, one careful owner, taxed; terms, exchanges.—Wembley Motor Co., 595, High Rd., Leytonstone 4508. [7588]

## Lancaister Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancaister.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Lancaister Spares and Service

ARCOOT ENGINEERING, Ltd. Complete overhauls and engineering service. Lancaister cars, preselector gear box; exchanges and 48-hour repairs.—168, Fum Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237/R]

## LANCIA

1951 (Nov.) Lancia Gran Turismo 2-litre fixed head coupe, cream, immaculate condition; £1,395.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1956 model Lancia Aurelia series 2, nominal mileage, cost £2,326 when new; bargain £1,750, would exchange for Bentley or Rolls-Royce. Lintley, 28, Bodenham Rd., Northfield, Birmingham, Tel. Pri. 2735. [7540]

## Lancia Cars Wanted

J. H. BARTLETT are interested in post-war Lancias.—27, Pembroke Villas, W.11. [W1013]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alpertown, Wembley. (Perivale 5655.) [80320/R]

## LEA-FRANCIS

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1949 (late) Lea-Francis estate car, maroon with natural wood finish, engine recently overhauled, immaculate example of an expensive model; £295.—226, High Rd., London, N.15. Tot. 0414. [7461]

CHARLES POLLETT, Ltd., sole distributors Lea-Francis London and Home Counties.

SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnedale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

325ms.—Lea-Francis 1949 series 14hp sports 2-seater, screen washers, new hood, tonneau cover, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Lea-Francis Cars Wanted**  
**ROWLAND SMITH'S**, the car buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube), N.W.3. Ham. 6041. (W4016/R)

**Lea-Francis Spares and Service**  
**LEA-FRANCIS CARS, Ltd.**, Coventry.

**SPARES and service for all models from the manufacturers.—Head Office and Works:** Much Park St., Coventry. Tel. 66048-5-6. (0356/R)

**SPARES and service.—J. C. Alexander, Ltd.**, 190, Deansgate, Manchester, 5. Tel. Des. 4795-6. (0628/R)

**CHARLES FOLLETT, Ltd.**—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners. (0356/R)

**SHOWROOMS, 18, Berkeley St., W.1.** Mayfair 6266.

**OFFICIAL Lea-Francis London Service Station.** Works and Stores:—

**BARNSDALE Yard, off Elgin Ave., W.9.** Tel. Cunningham 5936-7. (0595/R)

## LIMOUSINES

**A&S, Ltd.**  
**PROVIDENCE Court, W.1.** Mayfair 2941.

**ARMSTRONG 1951/19hp** private owner, above average condition. £765.

**USTIN taxi**, late 1956, 5,000 miles, new condition. A not used. £725.

**USTIN 1950 Hircar**, one private owner, 42,000 miles, radio, heater. £535.

**USTIN 1939/18hp Gordon Limousine**, black, exceptional condition, throughout. £295.

**USTIN L.W.B. A125 Limousine**, choice two privately owned cars, exceptional condition, low mileage. £365/£350.

**HUMBER 1947 Pullman Limousine**, wide occasional seats, black, leather. £295.

**HUMBER 1948 Mark I Pullman Limousine**, low mileage, one private owner, very exceptional condition. £535.

**HUMBER 1951 Mark III Limousine**, leather, heaters, privately owned, selection from £895.

**HUMBER 1952 Mark III Pullman Limousine**, cloth, loose covers, heater, above average condition, selection. £395.

**ROLLS Phantom II H.J.M.** swept tail six light Limousine, face forward seats. £375.

**WRAITH 1940 full seven-passenger Limousine** by Thrupp, meeting occasional, swept. £1,375.

**WRAITH 1940 full seven-passenger Park Ward Limousine**, recorded mileage 43,000, heater. £1,325.

**WRAITH 1939 7-passenger Mann Egerton Limousine**, recorded mileage 46,000, heater. £1,325.

**WRAITH 1939 very roomy six-light saloon**, suitable conversion to modern Hearshe Coachwork. £1,050.

**WOLSELEY 1948 7-passenger Limousine**, black, one owner, 27,000 miles, equal new condition. £725.

**LIMOUSINE specialists for over 30 years.** Write or telephone for lists.

**L.P.E. & SAUNDERS, Ltd.** Providence Court, North Audley St., W.1. (Near Selfridges). Mayfair 2941. (C1006)

**1934 20/25hp Rola-Royce 7-seater (F.P. seats); £150.—Lawton-Goodman, 135, Cricklewood, Broadway, N.W.2.** Gladstone 2226. (C2022)

**JACK ALPE LIMOUSINES.**

**MARYLEBONE, W.1.**

**USTIN 1955 A135 L.W.B. Princess;** £2,150.

**USTIN 1952 A125 L.W.B. Sheerline;** £895.

**USTIN 1949 16hp Hircar;** £450.

**USTIN 1938 18hp Windsor;** leather; £365.

**ARMSTRONG 1951 18hp, 24,000, private;** £895.

**DAIMLER 1939 EL24 Windover;** private; £475.

**HUMBER 1951 Mk. III, leather;** heater; £845.

**HUMBER 1952 Mk. III Imperial;** private; £865.

**ROLLS-ROYCE 1933 20/25, leather;** £295.

**ROLLS-ROYCE 1935 20/25 Thrupp;** swept; £465.

**JACK ALPE LIMOUSINES**, 50, Marylebone High St., W.1. Welbeck 1124. (Near Baker Street Station.) (C1103)

**Limousines Wanted**  
**ALPE & SAUNDERS, Ltd.** require Limousines. Good prices for cars in above average condition.

**A&S** (Near Selfridges). Mayfair 2941. (W1006)

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**J. S. TRUSCOTT, Ltd.**, Mercedes-Benz distributors.

**ONLY the best second-hand examples are offered.**

**PRESENT stock includes:—**

**1955 Type 220A, choice of several from £1,600 to £1,795, according to mileage.**

**1956 Type 220S, 3,000 miles, leather upholstery; £2,150. Standard fuel consumption 29.4 m.p.g.**

**NEW models for immediate or early delivery; our demonstration cars are here for you to drive; exchanges, deferred terms.—175, Westbourne Grove, W.11.** Baywater 4274. (04035)

**LIVERPOOL and district main agents.—Liggett's Garage, Aintree. Tel. Aintree 2935.** (7117)

**TYPE 220A, hide upholstery, new and unregistered; £2,175.—Mansfield Autos, Ltd., 480, Fitzroy St., London, W.1.** Euston 2587. (C3001)

## MERCEDES-BENZ

**AT WORKING MOTORS, Mercedes distributors.**

**NEW Mercedes 190 saloon, immediate delivery.**

**1956 220S saloon, red, beige, 8,000 miles; £2,000.**

**1956 Mercedes 190SL coupe, silver and blue, 1,400, under 5,000 miles.**

**1955 Mercedes 300B saloon de luxe, 10,000 miles only, black/red, always serviced by us and guaranteed; £2,450.**

**1955 Mercedes 220A saloon de luxe, black, red leather, 3-valve wireless, twin speakers, E aerial, loose covers, 5,000 miles only, as new, cost £2,550; £1,795.**

**1955 Mercedes 300S special sports d.h.c., 1,400, mileage 20,000, superb condition, cost new £6,000.**

**1954 Mercedes 170SV saloon, 18,000 miles, black, grey, in excellent condition; £750.—Maybury Hill, Woking 4277-8.** (C4057)

**K. NIGHTSBRIDGE offer:—**

**1955 Mercedes-Benz type 300SL, finished in birch grey with blue interior, twin-speaker radio, high-lift cams, high-ratio axle, new tyres, spare unused, this low-mileage, factory-maintained car is in superb condition; priced at £2,675.**

**1955 Mercedes-Benz type 220A, black, grey interior, 25,000 miles, regularly maintained, in beautiful condition; £1,645.—I. Roberts Mews, Lowndes Place, London, S.W.1.** Sloane 4086. (C2036)

**1954 Mercedes 180, low mileage, radio, loose covers, as new; £395.—Tolworth, Elmbridge 2254.** (C4061)

**1955 Mercedes-Benz type 220A saloon, 29,000 miles, one owner, maintained by us, beautiful condition; £1,575.**

**1955 Mercedes-Benz type 180 saloon, one owner, 11,000 miles, perfect condition; £1,275.**

**MERCEDES-BENZ type 180 saloon, used 500 miles, demonstrations only, full guarantee; £1,495.**

**TAYLOR & CRANE, Ltd., South Audley St. (entrance Adams Row), Mayfair, W.1.** Gro. 6881. (C4056)

**GEORGE NEWMAN & Co. (BRIGHTON), Ltd., sole Sussex distributors, all models available for inspection and trial; early delivery.—39-40, Old Steine, Brighton BN1 0J8-3-4.** (C3108)

**1955 (October) Mercedes 220A de luxe, radio, twin speakers, grey, blue Connolly hide.—For full details apply Francis Motors, 533, Humberstone Rd., Leicester. Tel. 66304.** (7708)

**1956 Mercedes-Benz 220A saloon de luxe, sand colour, green English hide, seat adjusters, H.M.V. radio, taxed, 5,500 miles, cost £2,590; bargain at £2,100.—Liggett's Garage, Aintree. Tel. Aintree 2935.** (7132)

**1956 Mercedes-Benz type 300 C saloon, under 7,000 miles, immaculate condition.—Brooklands 103, New Bond St., London, W.1.** Mayfair 8351. Showrooms open until 7 p.m., Saturdays 4.30 p.m. (C1029)

**1955 300SL in first-class condition, 14,000 miles, finished metallic silver, blue upholstery, fitted with high lift camshaft and stiff suspension, one of the two fastest cars in the country; must sell; £2,550; part exchange considered.**

**W. J. WHITEHOUSE, 138, Blenheim Rd., Bexley, Kent. Tel. Bexleyheath 7551.** (5350)

**Mercedes-Benz Spares and Service**  
**MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and repairs.—55, Cambwell New Rd., S.E.5. Tel. Reigate 7691.** (0962/R)

## MERCURY

**ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9.** (0748/R)

## MESSERSCHMITT

**M.P.H.W. SALES.**

**BUY from us.—The specialists with the home demonstration service, the sponsors of the re-formed Owners Club; all purchase facilities on new and 2nd hand machines; spares, repairs and advice services.—Tel. Blythe 326.**

**M.P.H.W. SALES, Station Approach, West Byfleet, Surrey.** (16812)

**COMERFORDS for Messerschmitts; delivery from stock, spares, service, demonstrations; exchanges; terms; postal transactions very easily arranged.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Emsbrook 5931 (6 lines).** (0869/R)

**Messerschmitt Spares and Service**  
**PRIDE & CLARKE—Messerschmitt spares distributors; quotation any part by return post e.o.d., easy payments; trade supplied.—Stockwell Rd., S.W.9. Brixton 6251.** (53068)

## M.G.

**GE**  
**1939 10hp M.G. TA Tickford 2/4-seater, drop head coach with winding windows, recent new hood and replacement engine, a superior example written guarantee; £299; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118.** (C2000)

**SLOCOMBES, Ltd.**

**1955 M.G. Magnette, unblemished, twilight grey cellulose, with dark red leather, equipped heater, screen washers, twin spot lamps, dipping mirror; £750, or part exchanged.**

**If you have never experienced driving this truly enjoyable marque, visit our showroom and enjoy for yourself the amazing safety and the exceptional road holding and performance of the modern M.G. saloon which is quite unapproachable in its class.**

**SLOCOMBES, Ltd., Dudden Hill, N.W.10.** W.1. London 4669. (C4017)

**HARRY DAVIES CAR SALES offer:—**

**1949 M.G. TC 2-seater, new hood, etc., a specimen car that must be seen; £35, terms.—121-132, Manor Park Rd., Harlesden, N.W.10.** Elgar 2707. (C1117)

## M.G.

**G. S. HALL offer:—**

**1956 M.G. A. hardtop, black, red leather, 3,000 miles only; B.M.C. warranty, part exchanges welcomed; £865.—302, King St., Hammersmith, W.6.** Riverside 2881. (C2100)

**H. BEART & Co., Ltd., offer:—**

**1956 M.G. A sports 2-seater, B.R.G. with grey upholstery, genuine 8,000 miles, and outstanding value; £745.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348.** (C1061)

**WARWICK WRIGHT, Ltd., offer:—**

**1955 M.G. Magnette saloon, black, green upholstery, radio and heater, 13,000 miles; £835.**

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.** Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. (C4045)

**PARADE MOTORS (MITCHAM), offer:—**

**1953 M.G. TD, green and beige, fitted many extras, this car has only covered 14,000 miles; as new, undoubtedly the finest M.G. in the country; £499.**

**1951 M.G. TD, red and beige, radio, twin spot lights, in really superb condition; £435.**

**1951 M.G. TD, green and beige, full tonneau cover, etc., superb car; £430.**

**1949 M.G. TC, green/green, fitted overalls wheels, luggage carrier, full tonneau cover, and other extras; £385.**

**1947 M.G. TC, black and green, fitted many extras, in excellent condition; £299.**

**66—67, Monarch Parade, Mitcham. Mtt. 3392/7188.** (C3036)

**WOKING MOTORS, Mercedes Distributors.**

**1953 1½-litre M.G. saloon, 16,000 miles, one owner, green, beige, spare unused; £495.—Maybury Hill, Woking 4277-8.** (C4057)

**CHARLES SIMPSON.—See Sports Car column.** (C4066)

**DUNCAN HAMILTON & Co. offer petrol economy.**

**1955 M.G. Magnette saloon, 10,000 miles, black heater, windscreen washers, spotlights, immaculate condition, 40 m.p.g.**

**33, High Rd., Blythe, Surrey. Blythe 5101 by day and night.** (C1091)

**M.G. Agents.—Performance Cars, Ltd., 30 models in stock.—Tel. Ealing 8941.** (C3041)

**1955 M.G. Magnette saloon, low mileage, unblemished; £795.**

**COLIN HAINES, Ltd., 328, Holdenhurst Rd., Bournemouth. Tel. Boscombe 36946.** (C2103)

**1956 M.G. Magnettes, 3,000 miles, Ripcoo condition, choice of 2; £875.**

**RIPCOO, Ltd. (Magnettes Purchased), 16, Albemarle St., Mayfair, London, W.1.** Hyde Park 2952/3/4. (C3052)

**1956 (Oct.) M.G. Magnette Varitone saloon, work's mileage, unique offer; £995.**

**CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2.** Pad. 3440. (C3050)

**1953 (May) M.G. TD, one owner, many extras, (tubeless tyres, taxed; £495; terms, exchange).**

**D. P. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6.** Hampstead 8988. (C4064)

**UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1.** Grosvenor 4141. (0396/R)

**BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3348.** (0082/R)

**1956 series M.G. Magnette saloon, grey, maroon leather, 14,000 miles, one owner, immaculate; £795.**

**MICHAEL CHRISTIE MOTORS, Bloister Rd., Aylesbury, Bucks. Tel. 4727.** (C1094)

**1955 M.G. Magnette saloon, exceptional throughout.—Autowork, Ltd., Southgate St., Chester. Tel. 4965.** (C1010)

**1954 (July) M.G. TF Midlet, one owner, only 5,000 miles, red, spotless, as new; £625 o.n.o.—Wilsons, 34, Acre Lane, S.W.2.** Brixton 4011. (C4065)

**1947 M.G. 1½ saloon, immaculate, heater, spot, new engine; £365.—57, Allanson St., St. Helens, Lancs. Tel. St. Helens 7126.** (7516)

**ALEXANDER Legstall "Hi-Power" conversions for Magnette, amazingly improved performance and economy; send for data sheets and road tests.**

**ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345.** (C1094)

**1955 (March) M.G. Magnette, grey, one owner, 16,000 miles; £755.—Hastlemere Motor Co., Ltd., Guildford. Tel. Guildford 62877.** (7724)

**M.G. VA (late 1938) open 4-seater sports, replacement engine, 1955, taxed, £225; also Cooper M.G. at £295.—Automo, 229, Westland Lane, Hampstead 3430.** (7616)

**745gns.—M.G. 1956 M.G. A 2-seater, red, black leather, screen washers, one owner, small miles, are, spare unused; terms, exchanges.—Rowland Smith, below.**

**425gns.—M.G. Midlet 1951 TD 2-seater, screen washers, demister, badge bar, excellent condition; terms, exchanges.—Rowland Smith, below.**

**365gns.—M.G. (October) 1947 1½-litre sports saloon, building head, fawn leather, reconditioned engine, excellent condition; terms, exchanges.—Rowland Smith, below.**

**325gns.—M.G. Midlet 1949 1½hp TC 2-seater, black leather, luggage carrier, excellent condition. Terms, exchanges.—Rowland Smith, below.**

**165gns.—M.G. 1939 2.6-litre tourer, P.V.C. hood, radio, very good condition; terms, exchanges. Met. open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.** (C4018)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## M.G.

**1952** M.G. 1½ saloon. Definitely outstanding condition: £525.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth. Southbourne 43344. (C3404)

**1954** TF, 21,000 miles, cream with red upholstery, many extras, including heater. £475 terms, exchanges.—Pinner Motor Co. Tel. Pinner 456. (C3105)

**1956** model M.G. A 2-seater sports, wire wheels, many extras, 5,000 miles, B.M.C. guarantee: £795.—Green & Zola, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. (C2028)

**1955** M.G. Magnette, 12,000 miles only, one owner since new, with extras, absolutely as new: £795.—Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046. (C1121)

**160** gns.—1938 M.G. VA 1½-litre sports saloon, reconditioned engine 1954, several extras, very good condition.—Hannay, 37, Broughton Ave., Aylesbury, Tel. 712. (T769)

**1954** TF, 23,000 miles, red, full tonneau, twin mirrors, twin spot lamps headlamp, hoods, a beautiful car: £525; can arrange h.p.—Tel. Hault 448. (T703)

**M.G. Magnette**, May, 1954, maroon. Underscaled, immaculate condition, radio, heater, one owner, average 31 m.p.g.: £695, possibly arrange h.p.—Gra. 0734, evenings Seven Kings 3421. (T693)

**1955** model M.G. Magnette, black, beige lthr., in really lovely order throughout: £675; terms, exchanges.—Nash, Capland, West Clendon, Surrey, Tel. Clendon 5150. (T474)

**1956** series low mileage grey/red host of extras, immaculate condition, radio, heater, one owner, 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1046)

**M.G. Magnette** 1954 (September), black, one professional owner moderate mileage, immaculate condition: £695.—Finchley Motors, 23, Ballards Lane, N.4, Finchley 1505. (T7307)

**£525**—1954 TF, 24,000 miles, black with red upholstery, new red Vynide hood, twin spotlights, tyres almost new, faultless condition; terms, exchanges.—Children Cars, 11a Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. (C1045)

## M.G. Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest Cash prices for M.G.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**T**OP price paid for good M.G.s.—H. F. Edwards, 28-54, Upper High St., Epsom, Surrey. Epsom 5611. (W2001)

**A**LMOST new M.G. required immediately.—Morley 76, Cambridge Rd., Kingston, Kingston 6855. (W3016/R)

**CNK** MOTORS urgently require M.G.s, particularly models TA to TD.—355, Finchley Rd., N.W.3, Tel. Hampstead 5712. (W1052)

**C**HARLES SIMPSON, Staples Corner, Hendon, N.W.2, Glia. 1921.—M.G.s in good condition urgently required for cash; top prices given. (W4098)

**U**RGENTLY required 1947/56 M.G. saloons and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. (W2109)

## M.G. Spares and Service

**T**OULMIN MOTORS. OFFICIAL stockists.

**O**UR proud boast, the only firm in the world that specialises in one make of car.

**S**PECIALISE in M.G. and M.G. cars only: repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; telescopic front shock absorbers, new complete with brackets and bushes, per pair £7/10; we specialise in racing spares, write or tel.

**T**OULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. (C0349/R)

**U**NIVERSITY MOTORS Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1 Gros 4141. (C0505/R)

**M**G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rockers, bushes, shafts etc.; replacement carburettors, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service: c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19 Liberty 5093. (C0435/R)

## MORGAN

**1955** Morgan Plus 4 2-seater sports, 2,088cc, genuine mileage 12,000 miles, blue, black leather, seat covers, heater, tonneau, screenwashers, winking lights, unmarked, absolutely as new condition, specimen: £498, dep. £249.—Barthill Cars, 87 St. George's Place, Cheltenham, Tel. 54914. (T671)

## Morgan Cars Wanted

**W**ANTED, Morgan (TR2 engine) 1953-1954 4-seater; private buyer.—Oxford 48957. (T7554)

**B**ASIL ROY, Ltd., require Plus 4 models for cash or part exchange for any makes.—161, Cl. Portland St., W.1, Lancham 7733. (C4093)

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

## Morgan Spares and Service

**M**ORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy Ltd 161, Cl. Portland St., W.1, Lancham 7733. (C4093)

## MORRIS MINOR

**W**. HAROLD PERRY, Ltd., 1105-111, High Rd., W.1, Tel. Hillside 6621, offer:—

**1954** Morris Minor saloon, black with red upholstery, stery, heater, extensive repairs just carried out, excellent condition: £475; our hire purchase terms are now 5% for 12 months. (C3042)

**W. HAROLD PERRY, Ltd., 1105-111, High Rd., W.1, Tel. Hillside 6621. (C3042)**

**CAR MART, Ltd.,**

**£495**—Morris Minor 4-door saloon, registered March 1955.

**CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)**

**E.L.M. AUTOSALES offer:—**

**1950** Morris Minor saloon, 2 owners only, fitted heater, just recoloured in maroon, superb order throughout: £345.—56-58, Hatfield Rd., Wimbledon, S.W.9. Cherrywood 1615. (C2067)

**B. J. HUNTER, Ltd., offer:—**

**1952** (October) Morris Minor convertible, attractive condition: £350.

**B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)**

**H. BEART & Co., Ltd., offer:—**

**1955** Morris Minor 2-door saloon, finished black with red upholstery, low mileage and superbly maintained by one private owner since new, and virtually like a new car, ordered with B.M.C. warranty: £495.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. (C1061)

**PHILIP RICKARDS, Ltd., offer:—**

**1955** (June) Morris Minor 2-door saloon de luxe, clarendon grey, 6,000 miles; part exchanges, deferred terms.—4, Erick St., Park Lane, London, W.1. Gros. 4772-3. (C3051)

**HENLYS offer with 4 months' guarantee:—**

**1955** Morris Minor 4-door saloon, heater: one owner, black with red interior: £565.

**HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. (T7744)**

**TANKARD & SMITH, Ltd. (Tottenham), offer:—**

**1956** Morris Minor 2-door saloon, sandy beige and red leather, heater, as new: £535.—226, High Rd., London, N.15. Tot. 0414. (T7704)

**1950** Minor 2-door saloon, grey/beige, heater, taxed: £325.

**THE BLACK HORSE GARAGE, 174-176, Sheep Rd., Richmond, Surrey. Richmond 4822/3. (C1116)**

**1957** Morris Minor 1000 Traveller, black, works mileage; list price.

**MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. (C1094)**

**1954** Morris Minor Traveller, heater, one owner, low mileage, guaranteed: £465.

**1950** Morris Minor convertible, excellent condition throughout, low mileage, guaranteed: £335; exchanges and terms.—Palmer, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5969. (C3034)

**1955** Minor, 4-door, black, red leather: £495. Terms, exchanges.—Primrose 6666. (C3106)

**1949** Morris Minor saloon, excellent condition: £295; terms, exchanges.

**TULSE HILL MOTORS, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. (C4071)**

**1956** Morris Minor 2-door de luxe saloon, black, red interior, 282 miles: £545.

**R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0085. (C1095)**

**MORRIS Agents—Performance Cars, Ltd., always a selection of Minors.—Ealing 8941. (C3041)**

**1953** Morris Minor 2-door, black, splendid condition: £415.—Below.

**1954** Minor Traveller, grey, a bargain: £500.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

**1950** Morris Minor saloon, excellent example of this very economical car: £335.

**VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5306. (C4074)**

**1955** Morris Minor 2-door, clarendon grey, one owner, heater as new: £499.

**HILLS OF WOODFORD, 75, High Rd., Woodford Green, Essex. Buc. 2186. (T7209)**

**1955** 4-door saloon, grey, heater, one owner, immaculate: £495.—Campbell Symonds, Perivale 4456. (C1037)

**1956** Minor Traveller, grey, heater, excellent condition throughout, 9,000 miles only: £595.—Lex, Harrow Weald, Grimsdyke 3212. (T7229)

**1952** Morris Minor 4-door saloon: £335.—Matthew's Corner Garage, Windlesham, Bagshot 2158. (T610)

**1955** model Morris Minor 2-door saloon, one owner, heater, wing mirrors, Ace Rimmel-lisher: £450.

**FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. (C3006)**

**!!!** 4 Morris Minors, must be sold this week, genuine bargains for callers.—125, High St. South, East Ham, E.6. Grangeview 2530. (C4032)

**£445**—1955 Morris Minor saloon, heater, one owner.—Le Gries Eiers, 107, Old Brompton Rd., S.W.7. Kensington 2477. (C3055)

**FREE!!!**—Green 1950 Morris Minor tourer given away to buyer of 2 gallons petrol at £296.—30, Felham Rd., Wimbledon, S.W.19. (T7575)

**1954** Morris Minor 2-door, first-class condition: £440.—Davies Car Centre, Ltd., 22-24, Horn Lane, London, W.3. Acorn 2273-3444. (C1120)

## MORRIS MINOR

**1953** Minor convertible, high compression, high axle ratio, 25,000 miles, heater, Underseal, extras: £425.—Foster, Leys Rd., Harrington, Worcs. (T7571)

**1955** Morris Minor 2-door saloons, fitted heater, taxed, choice of five from £425.—Gavin Fairfax, Ltd., Virginia Water, Weymouth 3154. (C2099)

**1956** Morris Minor 2-door de luxe saloon, heater, etc., finished in grey with red interior, one owner, only 3,400 miles, virtually as new: £530.

**CHALKWELL MOTOR Co., Ltd., London Rd., West-chiff-on-Sea. Leigh 72847-8. (T7499)**

**1955** Morris Minor 4-door, black, low mileage, one owner, immaculate car:—Bella Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

**545** gns.—Morris Minor 1956 de luxe 4-door saloon, grey, red leather, heater, overriders, one owner, 6,700 miles, practically new; terms, exchanges.—Rowland Smith, below:—

**465** gns.—Morris Minor 1954 de luxe 4-door saloon, black, leather, heater, overriders, wing mirrors, one owner, spare unused; terms, exchanges.—Rowland Smith, below:—

**275** gns.—Morris Minor December 1949 tourer, very good condition, choice of 6 Minors; terms, exchanges; list: open 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

**1956** model (reg. Nov., '55) Minor de luxe saloon, green, heater, as new throughout, with guarantee: £525.—Mayfair Garage, Ltd., Balclutha St., W.1. Mayfair 5104-5. (C3009)

**MORRIS Minor 2-door de luxe, grey, (May, 1955), only 9,000 miles, one owner, immaculate, loose covers, full basic coupons: £475.—Wilson, 34, Acra Lane, Brixton 4011. (C4085)**

**1955** Morris Minor Travellers car de luxe, finished in grey with maroon upholstery, fitted radio: £595.—University Motors Ltd., 80, Piccadilly, Grosvenor 4141. (T7606)

**1955** 4-door de luxe saloon, sandy beige, red leather upholstery, heater, showroom condition, 13,000 miles: £495 or near; can arrange h.p.—Tel. Hainsaut 448. (T7702)

**MORRIS Minor Traveller (July) 1954, black/red, heater, 17,000 miles, spare unused, one owner, unmarked, 45 m.p.g.: £500.—George Hitchen, 5, North Park Drive, Blackpool. Tel. 25051. (T6999)**

**1955** Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guarantee; prices from £495.—Lankaster Engineering Co., Ltd., 39-45, Eden St., Kingston. Kin. 3482. (C048/R)

**£325**—Morris 1950 convertible, extra nice, host extras, fitted special economiser, extra 3 m.p.g.; choice 2; many others, we welcome A.A. or R.A.C. exams, hire purchase, exchanges, existing h.p. a/c. settled.

**BENMOTORS, 1, Clarendon Rd., W.11 (50 yds. B. Holland Park Tube). Park 5066-7 and 2971. (C1017)**

**JACK ROBE, Ltd., Morris agents, offer: 1954 (July), Morris Minor convertible, in green, with heater, 5,000 miles, as brand new: £535.—Staford Rd., Wallington, Surrey, Wallington 6677, also High St., Hantsstead, Burch Heath 2376. (C3056)**

**1956** Morris 4-door de luxe, Clarendon grey, red leather, genuine 10,000 miles, heater, fog lamp, Underseal, spare unused, very carefully used by fussy owner, unscratched and as new, definitely worth seeing: £540.—Smith, 16, Hardings Lane, S.E.20, Syd. 8685. (T7567)

**PRIDE & CLARKE—1956** Morris Minor 4-door saloon, 4,000 miles: £539; 1956 2-door de luxe, 4,000 miles, £529; 1955 2- and 4-door, low mileage, heater, from £459; 1954 2-door, 17,000 miles, heater: £429; 1949, £299; 1956 convertible, 5,000 miles, £499; 1955, 7,000 miles, £449; 1954, £369; 1952, one owner, £339.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

## Morris Minor Cars Wanted

**W**ANTED, almost new Morris Minor Dormobile.—Ritchie, Little London, Whitechurch, Aylesbury. (T675)

**A**LMOST new Minor required immediately.—Morley 76, Cambridge Rd., Kingston, Kingston 3885. (W3016/R)

**R**OWLAND SMITH'S the Car Buyers.—Highest cash prices for Minors.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**1956** 37 Minor Traveller's car, or saloon, urgently required.—Lodge House, Blackhorse Lane, South Mimms, Herts. (W2100)

## MORRIS EIGHT

**J. DAVY, Ltd., Morris Agent.**

**1947** Morris 8 series E 4-door saloon, sun roof, hide, a very good example: £325.

**1955** (July) Minor Travellers de luxe, one owner, heater, immaculate condition, 3 months' guarantee: £550.

**180**—184, Kensington High St., W.8. Wes. 7181, 215, Brompton Rd., S.W.3. Kni. 4215. (C1069)

**1946** model Morris 8 2-door saloon, black, in exceptional condition: £255; Ford A1 ex-plan, 90-day warranty.

**BRENT CROSS GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. (C1097)**

**£95**—1938 Morris 8 4-door de luxe, clean car, genuine bargain.—G. F. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12 (100 yards Clapham South Tube). Bait. 1107. (C2024)

**MORRIS 8 Series I sports 2/4-seater, grey, outstanding condition, Bryan covers, new hood and battery, excellent tyres; see it: £125.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. (C1024)**

## Morris Eight Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Morris Ten Cars Wanted**  
**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**MORRIS COWLEY**

**W. HAROLD PERRY, Ltd.** 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offer:—  
**1955** Morris Cowley saloon, grey with red upholstery, twin wing mirrors, low mileage, excellent condition; £275; our hire purchase terms are now 5% for 12 months. [C3042]

**W. HAROLD PERRY, Ltd.** 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

**WARWICK WRIGHT, Ltd.** offer:—  
**1955** Morris Cowley saloon, blue, red upholstery, heater, 18,000 miles; £550.  
**WARWICK WRIGHT, Ltd.** 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C3045]

**1955** Morris Cowley, green, low mileage, very clean; £595.—Cde. 4425. [W663]

**L. YNE, FRANK & WAGSTALL, Ltd.** Tottenham Lane, Crouch End, N.8. Mountview 4401. offer:—  
**ONE** series II Morris Cowley, green with green upholstery, early delivery; list price. [C2058]

**£645**!!!—Unbeatable value, 1956 (August) Cowley, 5,000 miles, impossible to repeat this value.  
**LAMBS OF WOOD GREEN** (Established 1897).—100 L guaranteed cars; exchanges; hire purchase; £423, High Rd., Finchley, Finchley 6222. [C2052]

**MORRIS COWLEY, 1956**, unlicensed, slightly used demonstrator, maker's guarantee; £695.—F. L. Cranmore, Ltd., Tel. 2040, Potters Bar. [C1063]

**MAY 1955** Morris Cowley, blue/red, superb condition throughout; £555.—Naylor & Root, Ltd., Clapham Junction, S.W.11. Battersea 2552. [C3022]

**MORRIS OXFORD**

**A1** at Brown's.  
**1955** (May) Morris Oxford saloon, finished in clarendon grey and red interior, heater, extras, 15,000 miles only, practically unmarked and as new; £625 reserves. Choice of another in blue at £615.  
**1955** (Aug.) Morris Oxford Traveller's car, grey, 10,000 miles only, and natural timber with red leather interior, in really spotless condition throughout; £765.  
**W. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**CAR MART, Ltd.**  
**£650**—Morris Oxford saloon, series 2, heater, registered March 1956.  
**CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

**H. BEART & Co., Ltd.**, offer:—  
**1955** Morris Oxford Traveller's car, very carefully maintained and offered with B.M.C. Warranty; £695.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [C1081]

**H. A. SAUNDERS, Ltd.**, offer:—  
**1955** Morris Oxford Traveller's car, green, green upholstery, heater; £695.  
**H. A. SAUNDERS, Ltd.**, 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

**BROADWAY MOTORS, Hounslow**, offer:—  
**£595**—1955 Oxford saloon, black, red leather, heater, one owner, low mileage, superb throughout.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/3909. [C1113]

**1953** Oxford, black clean; £435.—F. L. Cranmore, Ltd., Tel. 2040, Potters Bar. [C1062]

**NEW** Morris Oxford saloon, black, at reduced price.—Below.  
**1955** Morris Oxford Traveller's, grey; £635.—Vandervells Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067]

**1955** Morris Oxford Traveller, one owner, clarendon grey, heater, 10,000 miles from new; £725.  
**HILLS OF WOODFORD, 75, High Rd., Woodford Green, Essex.** Buc. 2186. [W197]

**1956** Morris Oxford saloon, beige, one only, works mileage, new and unregistered; special price.  
**1956** Morris Oxford Traveller's car, green, one only, works mileage, new and unregistered; special price.  
**L. ANKERSTON ENGINEERING Co., Ltd.**, 39-43, Eden St., Kingston. Kin. 5151-6. [0518/R]

**1955** Morris Oxford, black, one owner, heater, 12,000 miles, exceptional condition; £635.  
**HILLS OF WOODFORD, 75, High Rd., Woodford Green, Essex.** Buc. 2186. [W196]

**£285**—1949 Morris Oxford saloon, heater, recon. engine; terms.—Autoclipps, 5, Balham High Rd., Balham 1509. [C1009]

**1953** (December) Oxford saloon, black, maroon interior, one owner, genuine, 13,800 miles; £495.—Robbins, East Putney. Tel. 7891. [C5010]

**1953** Morris Oxford saloon, grey with red interior, non-metallic paint, mechanically 100% and coachwork as new; £425.—Jennings, Richmond 3368. [C5103]

**1955** Morris Oxford saloon, one owner, 1955, 15,000 miles; £595.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3353. [C1063]

**1953** (July) Morris Oxford, not taxed since 30/9/1955, grey with red leather, Pye radio; £415; terms.—S. Balcombe St., N.W.1. Paddington 5107. [W425]

**1954** Morris Oxford Traveller de luxe, grey/red, heater, one owner, undersized seat covers, wood varnished, ideal family car; £555 on d.o.—Littleshaw, Wokingham 2128. [W682]

**1952** Morris Oxford, green, magnificent condition throughout, new seasonal bargain; £350; part exchange, h.p. terms.—Pickard, 40, Longfield Ave., Mill Hill, N.W.7. Mai. 1341, evenings Sun. 3605. [W739]

**MORRIS OXFORD**

**1954** Oxford Series II, birch grey, heater, one owner, really A1 offer all round, open to any inspection, can arrange terms; £495 or near offer.—After 7 a.m. or week-ends, Speedwell 7179. [W598]

**365** gns.—Morris Oxford 1951 saloon, platinum grey, brown leather, heater, carefully used; terms, exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**Morris Oxford Cars Wanted**

**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Oxfords.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**GARDNER & Co. (HENDON)**, will buy your Morris Oxford.—Sunny Hill 3559 and 0039. [W2074]

**ALMOST** new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3018/R]

**MORRIS TWELVE**

**1939** Morris 12 4 saloon, guaranteed; £95. Payments.—Oldfield, 586, Kensington High St., W.14. Wea. 6631. [C3029]

**MORRIS ISIS**

**H. BEART & Co., Ltd.**, offer:—  
**1956** Morris Isis saloon, genuine 7,000 miles, virtually as new and offered with B.M.C. warranty; £695.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [C1081]

**MORRIS Isis, 1956**, factory mileage, fully guaranteed; £775.—Sargeant & Collins, Ltd., Bromley, Imperial 2242. [W614]

**1956** (October 1955) Isis de luxe, sand/beige with overdrive and radio, the actual car road tested in The Autocar, 27/4/56. Over 30 m.p.g. using overdrive. Exceptional condition; £665.  
**COLMORE DEPOT, Ltd.**, 200, Denagate, Manchester, 3, Blackfriars 3322 and 654, Chester Rd., Manchester, 16, Trafford Park 2233. [W732]

**SPINKS (TWICKENHAM), Ltd.**, offer 1956 Isis de luxe saloon, grey, red leather, Radiomobile, heater, low mileage, nearly new condition, registered January, 1956, director's own car; £745.—83-101, Heath Rd., Twickenham. Poyesgrove 1035-6-7-8. [W724]

**Morris Miscellaneous Cars Wanted**

**MARSTON MOTOR Co.** for your Morris.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0998/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Morris Spares and Service**

**MORRIS**, the official stockists, for spares, service and repairs.  
**T. L. Lankester Engineering Co., Ltd.**, 39-43, Eden St., Kingston-on-Thames. Kingston 5151-6. [0917/R]

**MORRIS** genuine spares and special service in the West End.  
**S. MORRIS & Co.,** Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0342/R]

**HAMMERSMITH, W.8.** Rogers Garage, Engineers, Wellesley Ave., Riverside 2644. Sales and service. [S3054]

**BARKERS MOTORS (LONDON), Ltd.** Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0521]

**S. SMITH & HUNTER**—Repairs and service at the double.—Works: Edge St., W.8. Ring Park 2472. Established since 1908. [S4019]

**R. HARDY & SON, 55, Marylebone High St., W.1.** Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R]

**NASH**

**OVER 300** miles luxury motoring on the ration 1949 Nash h.d. family saloon, overdrive, free wheel, 6-seater, heater, demister, etc.; offers.—Tel. Dormans Park 345 (Surrey). [W797]

**Nash Spares and Service**

**SOLE** concessionaires for the complete Nash range: spare parts and maintenance.—Nash Concessionaires, Ltd., Albany St., London, N.W.1. Tel. Euston 5558. [0937/R]

**REPAIRS** and service by sole U.K. distributors. Lex Garages, Ltd. Workshops and spare parts, 7, Pembroke Villas, London, W.11 (Near Westbourne Grove). Dayswater 6628-7. [0627/R]

**OPEL**

**B. J. HUNTER, Ltd.**, offer:—  
**1951** Opel Olympia 12hp saloon, very economical and reliable; £325.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**Opel Spares and Service**

**L. ANCASHIRE, Cheshire and North Wales** distributors for service and spares.  
**A. FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0513/R]

**PRIDE & CLARKE**, Opel stockists; quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 8251. [13068/R]

**PACKARD**

**1951** Packard convertible, one owner, radio, heater, electric hood, Ultramatic drive, 100 plus mph, 18mpg; £625.  
**HILLS OF WOODFORD, 75, High Rd., Woodford Green, Essex.** Buc. 2186. [W199]

**175** gns.—Packard 6 1939 touring saloon, black, steering column gear change, overdrive, good tyres, excellent condition; terms, exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**PACKARD**

**1935** Packard Straight 8 convertible, bronze, 34,000 miles only; photographs available; £225.  
**THE ONSLOW MOTOR Co., Ltd.**, 28, Onslow St., Guildford. Guildford 6727-8. [C3089]

**Packard Cars Wanted**

**LEONARD WILLIAMS & Co., Ltd.**  
**PACKARD** Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [0131/R]

**Packard Spares and Service**

**JOE THOMPSON (MOTORS), Ltd.** Packard spares repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4023]

**LEONARD WILLIAMS & Co., Ltd.** Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R]

**PONTIAC**

**1955** (September 22nd) Pontiac r.h.d. radio and heater, 2-tone colour; £1,386.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028]

**UNREGISTERED** Pontiac Chieftain sedan, r.h.d., green; your opportunity to obtain a beautiful car at a reasonable figure; part exchanges and hire purchase terms available.  
**EXPRESS MOTOR & BODYWORKS, Ltd.** Mount Hill, Seward St., Goswell Rd., E.C.1. Cie. 4425. [W659]

**Pontiac Spares and Service**

**FOR** Pontiac spares and Pontiac service.  
**U.S. CONCESSIONAIRES, Ltd.** Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. (Tel. Flaxman 7752-4).  
**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R]

**PORSCHE**

**1954** 1500 hard-top, maroon, very good condition; offers.  
**AUTOBODIES**, Market St., Newcastle upon Tyne 23908. [W511]

**Porsche Cars Wanted**

**J. H. BARTLETT**—Porsche fixed or drop head wanted.—27, Pembroke Villas, W.11. [W1015]

**RACING CARS**

**1953** Cooper-Alta 2-litre, easily converted to new formula 2, orthodox chassis, 4 cars, very suitable for beginners; £750.  
**THE ONSLOW MOTOR Co., Ltd.**, 28, Onslow St., Guildford. Guildford 6727-8. [C3089]

**COOPER'S GARAGE (SURBITON), Ltd.** of Surbiton (Tel. Elmbridge 3348), are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1,100cc sports cars. [0821/R]

**JAGUAR XK120** Gran Turismo fixed head coupe, very special equipment, prepared by Ecurie Ecosse mechanic for racing and very fast touring, fitted famous Berry D type engine, phenomenal performance, just rebuilt and overhauled, 125mph in 3rd, 2nd to Parrell's Mercedes 300SL Aintree, luxury saloon converted to Grand Prix performance; £1,100 or part exchange; Box 5438. [W7419]

**Railton Cars Wanted**

**GOOD** Railton required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

**RENAULT**

**RENAULT** cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. [0421/R]

**A1** at Brown's.  
**1951** Renault 750 saloon, grey, interior to match, many extras, in really amazing condition throughout; £345.  
**W. J. BROWN, Ltd.**, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

**CHARLES POLLETT, Ltd.**  
**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.  
**SERVICE:** Works & Stores, Barnsdale Yard, off Elgin Ave., W.3. Cunningham 5936. [C2010]

**AUTOSALES (LONDON), Ltd.**  
**1956** Renault 750cc sun roof de luxe saloon one owner, small mileage; £565.  
**1954** Renault 750cc de luxe saloon; £485.  
**1953** Renault 750cc de luxe saloon; £385.—Belaize Rd., N.W.6. Madia Vale 5553/2165. [18556]

**CMJ**  
**RENAULT 750, 1958**, clutchless model one owner; taxed; £530.  
**THREE** months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

**1955** Renault Fregate, one owner, black, heater, washers, fitted overdrive, perfect car; £765.  
**HILLS OF WOODFORD, 75, High Rd., Woodford Green, Essex.** Buc. 2186. [W196]

**1955** Renault 750 one owner, blue, heater, 15,000 miles; £545.  
**HILLS OF WOODFORD, 75, High Rd., Woodford Green, Essex.** Buc. 2186. [W198]

**1955** model Renault 750cc, genuine 8,000 miles, 55 m.p.g. as new, bargain; £465.—Gardner & Co. (Hendon), Ltd., Sunninghill 3359. [C2074]

**1955** Renault 750 saloon, finished in blue, recorded mileage 12,000; £510.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [W7603]

**BARNHURST GARAGE** have the largest stock of used Renaults in south England, 750's from £300; Fregates from £700; demonstrations anywhere 750, Ferret club, £550.  
**1956** BARNHURST GARAGE, Ltd. 1-9, Barnhurst Rd., Beesleyheath, Kent. Beesleyheath 725 and 9152. [W4439]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RENAULT

**FREGATE AMIRAL**, 1956 (Sept.), 1,300 miles only, beige; £975.  
**AUTODIES**, Market St., Newcastle upon Tyne  
 23098. [C1094]

**1955** Renault 750 saloon (first reg. Dec. '54), metallic blue, sunshine roof, Michelin white-wall tyres; £495.

**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

**1955** Renault Fregate, practically new; £765.—Swinmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth (Southbourne 43344). [C4024]

**1955** (May) Renault 750, blue, R.A.C. examination invited; £420; exchange, h.p.—11, Perry-mead, Prestwich, Manchester. Prestwich 2057. [C2082]

**1956** Dauphines, 47 m.p.g., choice of two, 4,000 and 1,000 miles, both like new; £895 and £710; terms, exchange.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

**RENAULT Fregate**, 1955 (Sept.), black, grey hide, radio, heater, screen washer, spot lamps, Ace Rimbellishers, in mint condition; £735.—James Windsor & Son (Massfield) Ltd., Mansfield, Tel. 2401-2. [C7690]

**JACK ROSE, Ltd.**, offer 1955 Fregate in pastel blue and red hide almost unmarked, 16,000 miles, except £695.—Slaford Rd., Wallington, Surrey, Wallington 6677, also High St., Banstead. Burgh Heath 2376. [C3056]

**445 gns.**—Renault 750 1955 saloon, blue, sliding head, on owner, small mileage; terms, exchange; list Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead 6041). [C4016]

## Renault Cars Wanted

**THE Renault buyers**; Searle, Ltd., 14, Bridge Rd., Chertsey, Surrey. Chertsey 2389. [W4069]

**RENAULT 750cc 2-pedal**, sunshine roof, colour fawn.—Irene Cafe, 25, High St., Wimbledon, S.W.19. [C7655]

**WELHAM'S RENAULT SALES & SERVICE**, Sunburton Hill Rd., Sunburton, Elmbridge 1875, purchase all models. [W4070/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

**ALPINE BUSHEY GARAGES, Ltd.**, 83-85, High Rd., A Bushey Heath.—Renault distributors will purchase all models. [W1119]

**RICHARDS & CARR, Ltd.**, urgently require 750cc and 850cc Renaults.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045]

## Renault Spares and Service

**GLANFIELD LAWRENCE**, 2-10, City Rd., Cardiff. Renault distributors—East Glamorgan—spares and service.—Tel. 2531. [W1019/R]

**BARNEHURST GARAGE, Ltd.**, Renault sales and service, spares and repairs.—3-5, Barnehurst Rd., Bexleyheath. Tel. Bexleyheath 725. [C0943/R]

## RILEY

**GE**  
**1950** (late) Riley 2½-litre 3-seater 2-door sports roadster, beautiful condition, one private owner, nominal mileage, scarcely run in since re-born, new tyres, brilliant black cellulose, pigskin leather, heater, demisters, tonebombs, fog/pass lights, wing mirrors, specimen exchange, written guarantee; 458gns. Hire purchase.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000]

**J. JAMES (LONDON), Ltd.**

FOR second-hand Rileys.

**1956** Pathfinder, grey, red interior, 10,000 miles; £1,150.  
**RILEY CARS**, 55 & 56, Pall Mall, S.W.1. Tra. 7211. [C6944]

**PEDIGREE CARS offer:**

**1954-5** Riley Pathfinder, radio, heater, leather, finished in a beautiful deep maroon with matching upholstery, 14,000 miles but looks 4,000; absolutely as new; £699.—340, 2, Euston Rd., N.W.1. Euston 7889. [C3093]

**TOM GARNER, Ltd.**, offer:

**1953** Riley 1½-litre sal., grey, htr., nominal mileage; £645.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

**H. BEART & Co., Ltd.**, offer:

**1950** Riley 2½-litre saloon, finished black, brown upholstery, fitted heater, very well maintained; £395.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3568. [C1061]

**MAYFAIR COUNTRY CARS offer:**

**1956** Pathfinder, green, beige leather, low mileage; £1,025.

**1955** Pathfinder, green, green leather; £925.

**1954** model 1½-litre, radio, heater; £625.

**1952** model 1½-litre, Motorola radio, heater; £525.

**1952** Riley 2½-litre, radio, heater; £495.

**1949** model 1½-litre, superb condition; £435.

**47**, Montrose Place Hyde Park Corner, S.W.1. Tel. Belgravia 5854. [C3008]

**BOON & PORTER, Ltd.**, distributors.

**1956** Pathfinder, green, 7,000 miles, in new condition, guaranteed; £1,150.

**1955** (June) Pathfinder, maroon, bucket seats, 10,600 miles, extras; £945.

**CASTELNAU**, S.W.13 (off Hammersmith Bridge), Riv. 4444. [C1022]

## RILEY

**GUY SALMON AUTOMOBILES offer:**

**1954** Riley Pathfinder, twin-speaker radio, recently modified transmission; £750.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [C4001]

**HENLYS** offer with 4 months' guarantee:

**1951** (Oct.) Riley 1½-litre saloon, radio, heater, black with red interior; £535.

**HENLYS, Ltd.**, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [7752]

**CLARKE & SIMPSON, Ltd.** (Riley Sales and Service), offer:

**1954** Riley 1½-litre saloon, green, green upholstery, loose covers, heater, one owner, immaculate; £695.

**1952** (January) 2½-litre saloon, green, green leather, heater, in outstanding and original condition throughout; £545.

**49** Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048]

**1951** Riley 1½ saloon, finished in sun bronze with red upholstery; £450.

**1955** Riley Pathfinder saloon, grey with grey upholstery, fitted wing mirrors, recorded mileage 21,000; £915.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [7605]

**1947** (May) Riley 1½-litre saloon, black, brown leather, heater; £1,411.

**1946** (April) Riley 1½-litre saloon, black, brown leather, Ace Rimbellishers, etc.; £515.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

**1957** Pathfinder, choice of colour, with or without overdrive; from £1,411.

**1956** Pathfinder blue/grey, bench seat, genuine 5,000 miles. Ripco condition; £1,145.

**1955** Pathfinder, black/red, bench seat, 18,000 miles. Ripco condition; £895.

**RIPCO, Ltd.** (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

**1950** Riley 1½-litre saloon, black/green, heater, immaculate; £485, exchange, terms.

**MILHALL SERVICE**, 55, South Edwards Square (nr Kensington High St.), W.8. Western 4351. [C5094]

**1955** Riley 2½-litre Pathfinder, dark green, low mileage, a most attractive car; £865.

**WOOD & LAMBERT, Ltd.**, 49, Stamford Hill, N.16. Sta. 3434. [C4015]

**BEARTS**, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. [C0079/R]

**1948** Riley 1½-litre, very sound and clean; £395.—Smith & Hunter, 276, Kensington High St., W.14. Western 2312. [C4019]

**1949** Riley 2½-litre saloon, excellent condition, one owner; open to any inspection; terms; £345.—Laburnum 6356. [7596]

**495 gns.**—Riley late 1952 RMF series 2½-litre sports saloon, leather heater, excellent condition; terms, exchange.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**95 gns.**—Riley 1935 1½-litre Falcon sports saloon, sliding head, leather, pre-selector, good tyres, excellent condition; terms, exchange; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1954** Riley 1½-litre saloon, black, with green interior, fitted heater, 23,000 miles, one owner, excellent condition throughout; £725.

**WEYBRIDGE AUTOMOBILES, Ltd.**, Queens Rd., Weybridge 2253. [C4094]

**1955** Riley 1½, low mileage, heater one owner, as new; £355.—Tolworth Motors, Ltd., Kingdome, By-Pass, Tolworth, Elmbridge 2254. [C4081]

**1955** Riley Pathfinder, 10,000 miles, twilight grey, grey leather interior, fitted heater, heater, fully maintained, will attract the most fastidious buyer; £935.

**R. CURRIE & Co., Ltd.**, 105, Westbourne Grove, W.2. Baywater 0085. [C1095]

**1954** (July) Riley Pathfinder, fitted sunshine roof and radio, excellent condition throughout, part exchange welcomed.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016]

**1956** (September) Riley Pathfinder saloon, 3,000 miles, as new, E.M.C. guarantee; £1,050.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 8325-6. [C3028]

**1949** Riley 2½-litre saloon, green hide interior, nominal mileage, in attractive condition throughout, thoroughly recommended and guaranteed; £395.

**McLAREN & COX, Ltd.**, 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6907-8.

**1½-litre Rileys 1948 and 1949**, both exceptional condition; prices on request.—Swinmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth (Southbourne 43344). [C4024]

**PRE-WAR Rileys**—Gordon & Glynn are the people who specialise exclusively in pre-war Rileys, they always have a large selection of the various models all of them in excellent condition.

**GORDON & GLYNN** (The Riley Centre), 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Phone 8326. [C2075]

**ALLOW** the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [C0446/R]

## Riley Cars Wanted

**R**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash for Riley.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**A**  
**LMOST** new Riley required immediately.—Morley, 76, Cambridge Rd., Kingston, Kingston 8885. [W3016/R]

## Riley Cars Wanted

**TOP** price paid for good Rileys.—H. F. Edwards, 22-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

**POST-WAR Rileys**, including 1.h.d.—Garage Service Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 4411. [W2019]

**WANTED**, nearly new Riley 1½/2½-litre; distance no object.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. 3325-6. [W2028]

**POST-WAR Rileys**, including 1.h.d.—Garage Service Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 4411. [W2019]

**YOU** will always do better by making personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [W1048]

## Riley Spares and Service

**READING**—Hewen's Garages, Ltd., for Riley spares and service.—Tel. 1436. [C0909]

**FRANK L. HALL** for Riley.—Specialised sales, repairs and spares.—Windor Rd., Maidenhead, Tel. 713. [C425/R]

**HARTLEY'S** for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2344-5. [C0246/R]

**AROT ENGINEERING, Ltd.**—Pre-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [C0238/R]

**A SK Coventry Motor Mart Ltd.**, and be sure you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or phone Coventry 2146-7. [C0443]

**J. JAMES (LONDON), Ltd.**, carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkera Lane, Highgate Rd., London, N.W.5. Gul. 5446. [C099/R]

**RILEY** distributors for 35 years.—Comprehensive list of agents, quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. [C098/R]

## ROLLS-ROYCE

**J**  
**B**  
**JACK BARCLAY, Ltd.**

**EXCLUSIVE** for Rolls-Royce and Bentley.

**OFFER** the following models:

**ROLLS-ROYCE**

**1955** Silver Wraith James Young touring limousine, automatic gear box, finished in blue with beige leather upholstery, one owner; £5,750.

**1954** Silver Wraith H. J. Mulliner rounded design touring limousine, automatic gear box, finished in Tudor grey with beige leather upholstery, one owner; £4,850.

**1952** Silver Wraith H. J. Mulliner touring limousine, one owner; £5,500.

**1946** in black with beige leather upholstery, immaculate; £1,050.

**1952** Silver Dawn, finished in silver grey with red leather upholstery, replacement engine recently fitted, one owner; £1,925.

**JACK BARCLAY, Ltd.**, Berkeley Square, London, W.1. Mayfair 7444. Write for stock list of other models available. Open until 7 p.m. [C1082/R]

**P.B. Ltd.**, offer:

**1939** Wraith full razor-edged sports saloon with division by Windover.

**1937** 25-30 semi-razor edged sports saloon by Hooper.

**1937** 25-30 foursome drop head coupe by Freestone & Webb.

**PADDON BROOK, Ltd.**, 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3053]

**H. R. OWEN, Ltd.**

**FROM** our large and comprehensive stock we have chosen the following cars as examples:

**1954** Silver Wraith 7-seater limousine by H. J. Mulliner, finished in black, registered April, one owner, immaculate condition.

**1953** Silver Dawn saloon, finished in grey with red hide upholstery, 23,140 miles, registered October.

**WE** are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

**H. R. OWEN, Ltd.**, 17, Berkeley St., London, W.1. Mayfair 9060. [C3052]

**CAR MART, Ltd.**

**£2450**—Rolls-Royce Silver Wraith Mulliner touring limousine, registered March, 1951.

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039]

**MANN EGERTON.**

**1954** Rolls-Royce Silver Dawn automatic gear saloon, velvet green with fawn leather upholstery, 22,000 miles; £3,650.

**1952** Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, black, fawn leather, 32,000 miles; £3,750.

**1952** Rolls-Royce Silver Wraith sports saloon by Park Ward, black, beige leather upholstery, 24,000 miles; £3,450.

**MANN EGERTON, 14**, Berkeley St., W.1. Hyde Park 2073. [C2006]

**JACQUIER, Ltd.**, offer:

**1937** 25/30 H. J. Mulliner sedanca, black, with boot, excellent condition and history; £655.

**1933** 20/25 4-door Connaught saloon, with division, in really excellent condition; £325.

**1931** model 20/25 limousine landaulette, face forward seats, very good chassis; £265.

**THE** above cars are all in excellent condition and open to A.A. or R.A.C. examination.

**JACQUIER, Ltd.**, 225-7, Hammersmith Rd., London W.6. Tel. Riverside 6777-8. [C2043]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

## KNIGHTSBRIDGE offer:—

**1938** (February) Rolls-Royce Phantom III sports saloon by Barker, one owner, modified, maker's full history and recent overhaul—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036]

## SWANMORE GARAGE, Ltd.

**1937** 25/30 Freestone & Webb saloon.

**1936** 20/25 Gurney Nutting saloon.

**PHANTOM II** or **III** accepted in part exchange.

**1176** Christchurch Rd., Bournemouth (Southborne 43544). [C4024]

## JACK ALPHE LIMOUSINES.

MARYLEBONE, W.1.

**LIMOUSINE**, Silver Wraith, WFC series, Park Ward, 4000 cc, forward optional, electric partition, heater, radio, cloth rear, mileage 25,000 excellent throughout, black.

**LIMOUSINE**, 1955, 20/25, Thrupp, swept tail, forward optional, privately owned, outstanding condition black history available; £645.

**JACK ALPHE LIMOUSINES**, 50, Marylebone High St., W.1. Welbeck 1124. [C1103]

## RUSSELL MOTORS offer:—

**1948** Rolls-Royce Silver Wraith, H. J. Mulliner, semi-rasor-edged touring limousine, 61,000 miles, full flow filter.

**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

## SANDERSON &amp; HOLMES, Ltd.

**THE** official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

**LONDON Rd., Derby.** Also Bentley House, London Rd., Leicester. Tel. Derby 47471/Leicester 59685. [C4073]

## SANDERSON &amp; HOLMES, Ltd.

**THE** official Rolls-Royce and Bentley retailers and repairers for South Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

**ROLLS-ROYCE 4-door Hopper saloon** on Silver Cloud chassis, 2-tone sage and smoke-green with matching interior finish, most attractively designed body, unregistered.

**LONDON Rd., Derby.** Also Bentley House, London Rd., Leicester. Tel. Derby 47471/Leicester 59685. [C4073]

## JACK BOND (West End Branch) offers:—

**THE** finest selection of economical Rolls 20/25.

**£795**—Rolls 25 1936 drop head coupe by James Young, speedometer reads 66,000 which we believe is genuine, a very rare and pretty Rolls in immaculate condition, fitted heater.

**£525**—1934 Rolls 25, exceptionally attractive, low built sports sedan de Ville, by Freestone & Webb, engine just overhauled, now just being recollared.

**£485**—Rolls 25, 1935, a very pretty owner-driver saloon with boot by H. J. Mulliner, sunroof, complete original tool kit, etc.

**THE** above cars are just a small selection of my stock.

**3 MONTHS' guarantee**; and they will all give 20-23 mpg.

**URGENTLY** require for stock immaculate Rolls with sporting and unusual coachwork.

**OPEN** till 7 every night and Sunday mornings.

**VINTAGE AUTOS**, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079]

## WILLIAM GORDON CARS OF COVENTRY offer:—

**1953** (late) Rolls-Royce Silver Wraith, coachwork by H. J. Mulliner, one owner, two-tone grey, excellent history, moderate mileage, low price.

**WILLIAM GORDON CARS**, Sovereign Road Garage, Sovereign Rd., Earlston, Coventry 6515, 65349. [C2102]

**1948** Rolls-Royce, Hooper body, low mileage saloon; £1,450.

**STADIUM GARAGE (CRAWLEY)**, Ltd., Ifield Rd., Crawley, Sussex. Tel. Crawley 190-5 and 25182-6. [C7586]

**A & S LTD.** Selection of Wraith seven passenger cars. See under Limousines column.

**ALPHE & SAUNDERS, Ltd.** (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]

**JACK OLDING & Co. (MOTORS)**, Ltd., official Rolls-Royce and Bentley retailers, offer:—

**1953** Silver Wraith saloon, Park Ward, shell grey, maroon hide; £3,975.

**1952** Silver Wraith saloon, H. J. Mulliner, black, beige hide, one owner, 30,000 miles; £3,550.

**PASSED** by our officially appointed Service Works.

**AUDLEY HOUSE**, North Audley St., W.1. Mayfair 5242 (7 lines). Open to 7 p.m. [C3030]

**CHARLES FOLLETT, Ltd.** officially appointed Rolls-Royce and Bentley retailers and repairers.

**SHOWROOMS**, 18, Berkeley St., W.1. Mayfair 6368.

**SERVICE**: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

**HEARSES!** Rolls from £1,350. Brochures available at inspection. Decal or heater.

**ALPHE & SAUNDERS (COACHBUILDERS)**, Ltd., A Station Approach, Kew Gardens, Richmond 1161. [C1102]

**MASCOT MOTORS, Ltd.**, offer guaranteed cars only to ensure satisfaction by selecting from our large, comprehensive stock:—

**1937** 30hp James Young sports saloon, dark green, beige leather, recent overhaul.

**1936** 25hp Croall fixed head coupe, black and grey, brown leather, recent overhaul.

**1934** 25hp Gurney Nutting sports saloon, dropping division, black, brown leather.

**1933** 25hp Windover sports saloon, midnight blue, blue leather, immaculate.

**237** Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007]

## ROLLS-ROYCE

**WITH** petrol shortage I offer the same excellent cars at unrepresentable prices.—Adams, Gliding Huntingdon, Warwick 216. [9324]

**FOR** saloons and limousines, all models, you might favour us with a call.—Claude Burgoyne & Co., St. Peter's Rd., Hammersmith, Riverside 7644. [4575]

**ROLLS-ROYCE 1935** Gurney Nutting 20/25hp sports saloon for sale, sliding roof, boot, heater; £475 or near offer; seen Yorkshire.—Box 5533. [7670]

**THE SOUTHERN MOTOR Co.** specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400-£600.

**WORKS**, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport) Office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [0854]

**1936** model 20/25 Hooper sports saloon, boot, radio, spotlight, excellent condition, mechanically perfect, really fine car at low price; £450; privately owned.—Victoria 7331. [7514]

**1948** Rolls-Royce Silver Wraith, divisional body by Park Ward, black/beige, one titled owner; £1,400 or part exchange smaller vehicle.—Wheeler (Newbury), Ltd., Newbury. Tel. 1020. [7631]

**EDWARDS & Co. (BOURNEMOUTH)**, Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [3835]

**CASS'S MOTOR MART**—1936 Rolls-Royce 25/30 Barker limousine swept back, black, very carefully used Rolls history; £795-5, Warren St., W.1. Euston 4110. [C1040]

**£265**—1935 series 20/25 owner-driver Mulliner sports saloon, terms, exchanges.—Chilfers Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045]

**1936** Rolls-Royce 20/25 sports saloon, immaculate throughout; £625; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

**£799**—1932 Rolls-Royce, 30 horse power with magnificent razor-edge sedan, sports saloon body work by Hooper, owner driver style with occasional seats, as modern as post-war models, in magnificent and rare condition.

**LAMBS OF WOOD GREEN** (Established 1897); 100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

**1936** (September) 25/30 Rippon black saloon, 67,000 miles, heater, swept back, good condition, history; owner going abroad, most reluctantly sell family friend; £550.—Howard-Williams, 158, Friars Stile Rd., Richmond, Surrey. Richmond 6305. [7564]

**1954** (Nov.) Rolls-Royce Silver Dawn, with automatic gears, velvet green and silver, with beige hide upholstery, 13,000 miles only, one owner whole car as new.—Jack Smith, 23, W.1. Mayfair 0681-2. [C4082/1]

**45000** miles only.—Rolls-Royce 1933 20/25 4-door 6-light saloon with coachwork by Hooper, winding division and F.S. occs., one family since new whole car in outstanding condition; £450.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0681-2. [C4082/2]

## Rolls-Royce Cars Wanted

**CAR MART, Ltd.**, official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Gro. 3434. [0970/R]

**WANTED**, Rolls Silver Ghost, prior to 1918.—Details of condition, etc., to Box 5519. [7580]

**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3 Ham. 6041. [W1019/R]

**ALPHE & SAUNDERS Ltd.** require Rolls-Royce Limousines. Good prices for cars in above average condition.

**A & S** Ltd. Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [W1006]

**TOP** price paid for good Rolls-Royce.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Lancham 0012. [W2003]

**DUNCAN HAMILTON & Co.** urgently require post-war Rolls-Royces.—33, High Rd., Byfleet, Surrey. Byfleet 5101. [W1091]

**GEORGE NEWMAN & Co.** purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

**JACK OLDING & Co. (MOTORS)**, Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [0350/R]

**THE SOUTHERN MOTOR Co.** is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R]

## Rolls-Royce Spares and Service

**A SERVICE** unequalled.

**OFFICIAL** repairers Rolls-Royce cars.

**SERVICING** or overhauls.

**COACHWORK** renovations and accident repairs.

**SPARES** all models.—Tel. Pixman 2223 (5 lines).

**JACK BARCLAY (SERVICE)**, Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [81082/R]

**CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers.

**SHOWROOMS**, 18, Berkeley St., W.1. Mayfair 6368.

**SPARE** parts.

**SERVICE**, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R]

## Rolls-Royce Spares and Service

**JACK OLDING & Co. (MOTORS)**, Ltd., official Rolls-Royce/Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. [83080]

**MASCOT MOTORS, Ltd.**, Rolls-Royce and Bentley Specialists; complete engine overhauls, coachwork repairs.—237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [93007]

**ALL** spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 5362. [0064/R]

## ROVER 10

**1939** Rover 10 saloon, exceptionally nice; £225.—Norman Autos, 344-354, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3098]

## ROVER 14

**£95**—1938 Rover 14 saloon, recent mechanical overhaul at cost of £100, very good tyres, attractive appearance, sound and reliable vehicle at realistic price; terms.—Coachcraft, Elm Rd., Evesham. Tel. 277. [C1053]

## ROVER 16

**HENLYS** offer with 4 months' guarantee:—

**1948** Rover 16 saloon, one owner, black with maroon interior; £425.

**HENLYS Ltd.**, Henlys Corner, North Circular Rd., N.W.11. Finchley 0061. [7751]

**!!!** 1947 (December) Rover 16, one owner, taxed, no faults; £250.—Bruce France, 5a, Cromwell Mews, South Kensington. Pixman 0513. [C2098]

**295** ens.—Rover 16 October 1947 saloon, grey, sliding head, blue leather, radio, heater, excellent condition; terms, exchanges; list. Open 9-7 weekdays, Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## ROVER (60, 75 and 90)

**G. S. HALL** offer:—

**£200**!!—Under list, 1956 Rover 90, grey, red leather, special H.M.V. radio, very low mileage, completely as new; part exchange welcomed.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100]

**BOON & PORTER, Ltd.**

**1951** saloon, black, green upholstery, loose covers, one owner, sold and serviced by us, exceptional condition; £255.

**CASTELNAU, S.W.13** (by Hammersmith Bridge). Riv. 4444. [C1022]

**H. BEART & Co., Ltd.**, offer:—

**1948** Rover 75 saloon, one owner, excellent value; £595.

**1956** model Rover 90 saloon, fitted loose seat covers, radio, genuine 5,000 miles and virtually like new throughout; £1,145.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3346. [C1081]

**PHILIP RICKARDS, Ltd.**, offer:—

**1956** (Oct.) Rover 75 saloon, French grey/red, 460 miles only; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

**GUY SALMON AUTOMOBILES** offer:—

**1955** Rover 90 saloon, 5,000 miles; £1,065.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**HENLYS** offer with 4 months' guarantee:—

**1956** Rover 60 saloon, one owner, black with red interior; £1,975.

**HENLYS Ltd.**, Parkway, Regents Park, N.W.1. Gulsilver 5721. [7746]

**1952** Rover 75, black/green; £650.—Below.

**1956** Rover 90, black, tan, radio, spot lights, etc.; £1,235.—Odeon Motors, Ltd., Bar. 1144. [C3028]

**BROADWAY MOTORS, HOUNSLOW**, offer:—

**1957** Rover 90 saloon, black, red interior, 2,000 miles only; magnificent value at £1,395.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hous. 0175/9309. [C1113]

**1956** Rover 90 saloon, overdrive, radio, one owner, 13,000 miles, immaculate car; £1,195.

**TAYLOR & CRAWLEY, 33**, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Sio. 5213. [C4036]

**1956** (June) Rover 90, black, radio, overdrive, guaranteed; £1,275.—Campbell Symonds, Wembley 5682. [C1087]

**1955** Rover 90 saloon, green with green upholstery, one owner, radio, perfect; £1,050.—Caffyns, Ltd., Seaford, Sussex. Tel. 3264. [7522]

**1954** (Sept.) Rover 90, black/red leather, radio, heater, superb condition; £825.—Nixon's Garage, Newcastle, Staffs. Tel. 61954. [7764]

**1955** Rover 90, black, fitted heater, speedo reading 15,000 miles, spotless condition; £995.—Litchfield Garage, Nottingham Rd., Mansfield. [7561]

**1954** model Rover 75, one owner, as new; £795.—Cavendish Motors, Cavendish Rd., W.4. Willesden 0046. [C1121]

**1954** Rover 75 saloon, low mileage, finished in grey and just as new; £850.—Jennings, Richmond 3568. [C3103]

**1956** Rover 90 saloon, 900 miles only, dual grey, equal to new; £1,195.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3005]

**CASS'S MOTOR MART**—1953 Rover 75 saloon, black, genuine 21,000 miles, one owner; £795, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040]

**1953** Rover 75 saloon, black, one owner, excellent condition; £875.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wanstead 0056. [C2039]





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD VANGUARD

## PEDIGREE CARS offer:—

**1956-7** Vanguard saloon, duo-colours, heater, genuine mileage 2,000, new car guarantee, super bargain price £2675.

**1952** Vanguard saloon, radio, heater, leather, low mileage, exceptional condition throughout: £325.

**1950** Vanguard 4-door estate car, heater, leather, mechanically good: £250.—340-2, Euston Rd., N.W.1. Euston 7889. [C3083]

## DUNCAN HAMILTON &amp; Co. offer:—

**1956** Standard Vanguard, 4,000 miles, black with red interior, 7-valve H.M.V. radio, heater, electric windshield washer, 4 months old only: £750. 33, High Rd., Ely, Cambs. Surrey. Byfleet 5101 day and night. [C1091]

## BROADWAY MOTORS, HOUNSLOW offer:—

**£745** 1956 Phase III Vanguard, duo-tone, blue/beige red interior, only 3,000 miles, absolutely as new, trade inquiries invited.—Hanworth Rd., Hounslow (12 mins, Hounslow East Tube), Middx. Tel. 0175/9509. [C1115]

## BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

**1956** Standard Phase III saloon, beige, red leather, very low mileage, as new: £825. Berkeley Sq., London, W.1. Grosvenor 4543. [7759]

## VANGUARD, 1950, heater, good condition throughout: £285, terms, exchanges.—Tel. Oxford 3113. [7692]

**£555** 1955 Standard Vanguard de luxe saloon, small mileage, one owner, choice 2.

**LAMBS OF WOOD GREEN** (Established 1897), 100 L guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1955** Standard Vanguard phase II, one owner, radio, heater, carefully maintained from new: £575. [C1081]

**HILLS OF WOODFORD**, 75, High Rd., Woodford Green, Essex. Buc. 2186. [7195]

**1954** (May) Vanguard Estate, leather, heater, low mileage: £525; exchange saloon.—Tel. Southampton 6861. [7556]

**1954-5** Vanguards, choice of two one owner cars, fitted heater, supplied by us, from £385.—E.J. Motors, Ltd., Bromley, Rav. 5456. [7643]

**1953** (September) Vanguard Phase II saloon, stone grey and blue, red interior, heater, one owner: £515.—Robbins, East Putney, Tel. 7881. [C3010]

**WALTER SCOTT, Ltd.**—October 1953 Vanguard Estate, 20,000 miles, heater, radio, loose, over 5000 bargain: £350.—3, College Crescent, N.W.5 (Swiss Cottage Tube). Primrose 4466. [C4006]

**STANDARD Vanguard**, 1954 Phase II, grey and black with red leather upholstery and heater, excellent condition throughout: £450.—Walker & Ward, Ltd., Warwick Place, Cheltenham 3514-6. [7755]

**1952** Vanguard, heater, has been very carefully used and maintained, body and chassis both absolutely A1, open to any inspection, can arrange terms: £300 or near offer.—Tudor 3124. [7595]

**1954** (Oct.) Standard Vanguard saloon, black with red upholstery, 18,000 miles, outstanding condition: £495.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wantend 0056. [C2035]

**£498**—Vanguard 1953 overdrive, host extras, also special economist, extra 5 mpg, choice 4; many others; we welcome A.A. or R.A.C. exams; hire purchase, exchanges; exist h.p. a/c settled.

**BENMOTORS**, 1, Clarendon Rd., W.1 (50yds Holland Park Tube). Park 5066-7 and 3071. [C1017]

**295** ens.—Standard Vanguard, 1951, saloon, leather, heater, loose covers, excellent condition, choice of 2; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**SPIKINS (TWICKENHAM), Ltd.** offer 1956 Phase III Vanguard saloon, black, red leather, overdrive, Radionole, heater, engine, nearly new condition, registered January 1956, director's own car: £845.—83/101, Heath Rd., Twickenham. Popesgrove 1055-6-7-8. [7215]

**1953** Standard Vanguard saloon, in jade green with fawn leather upholstery, a full 6-seater car giving first-class performance yet very economical on petrol due to fitted overdrive, equipped with heater and air conditioning, excellent general condition; extremely good value at only £445.—Hillwood Motors, Mill Hill (London) 4232. [C2108]

**ROWLAND SMITH'S the Car Buyers**—Highest cash prices for Vanguard.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

**Standard Miscellaneous Cars Wanted**  
TOP prices paid for good Standards.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

**ROWLAND SMITH'S the Car Buyers**—Highest cash prices for Standard.—Hampstead (Tube). N.W.3. Ham 6041. [W4018/R]

**Standard Spares and Service**  
LARGE stockists for Standard spares and replacement units.—John Kaye (Leeds) Ltd., New York Rd., Leeds, 2, Tel. 54151 (5 lines). [C301/R]

**MARGATE**, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. 24045. [C0050/R]

**STANDARD spares** for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn, Wales (Tel. 322). [C059/R]

**LANKESTER ENG. Co., Ltd.** (distributors in Surrey since 1911)—Full range of spares; phone, write or call; orders despatched immediately.—39-43, Eden St., Kingston Kin. 3151-5. [C036/R]

## Standard Spares and Service

**HALLS (FINCHLEY), Ltd.**, have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Girling and Bendix stockists.—314, Regent Park Rd., Church End, Finchley, Finchley 5908. [C002/R]

## STUDEBAKER

**STUDEBAKER** 1953 Champion, 2-door sedan, r.h.d., body designed by Raymond Loewy, combined overdrive free wheel, hill holder, loose covers, dual tone cream and black; accept £750.

**MALCOLM MOTORS, Ltd.**, Broadway, Leigh-on-Sea, Essex. Tel. 78208. [7524]

## Studebaker Spares and Service

**AUTOMATIC** transmission repairs and service, exchange engines and overdrive gear boxes on all Champion models (post-war vehicles only).—Alliance Auto Co., 50, Parsons Mead, Croydon. Cro. 1866. [0763/R]

## SUNBEAM

**R ROOTES**  
HAVE available a range of Sunbeam cars of very low mileage.

**DEVONSHIRE MOTORS**, Piccadilly, W.1. Grosvenor 3401. [C111/R]

## TOM GARNER, Ltd., offer:—

**1955** Sunbeam Mk. III convertible, Alpine mist, heater, radio, many extras, nominal mileage: £845. [C2020]

**1954** Sunbeam-Talbot 90 Mk. IIA saloon, black, heater, nominal mileage: £885.

**1951** Sunbeam-Talbot 90 Mk. II saloon, blue, heater, radio, 20,000 miles: £535.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

## H. BEART &amp; Co., Ltd., offer:—

**1955** model Sunbeam Mark III, fitted radio and heater, rev counter, the property of one owner and an excellent example of this outstanding model: £735.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081]

## CHARLES POLLETT, Ltd., offer:—

**1955** Sunbeam 90 Mk. III convertible, overdrive, Alpine mist, red upholstery, radio, heater, genuine 11,500 miles, 3 months' guarantee: £825.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE, Works & Stores**: Barnside Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010]

## WARWICK WRIGHT, Ltd., offer:—

**1955** Sunbeam Mark III (overdrive) saloon, grey, red upholstery, radio and heater, 21,000 miles: £895.

**1956** Sunbeam Mark III overdrive saloon, grey and maroon, heater, 11,000 miles: £1,075.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

## H. A. SAUNDERS, Ltd., of Worcester.

**1955** model Sunbeam Mark III 2½-litre sports saloon, crystal green with grey leather upholstery, fitted sun roof, screenwashers, radio, heater and overdrive, 16,000 miles: £835.

**AUSTIN HOUSE**, Castle St., Worcester. Tel. 6371. [C4005]

## WORKING MOTORS, Mercedes distributors.

**1955** Sunbeam saloon, grey and red, 20,000 miles, in new condition: £845.—Maybury [C4057]

**SUNBEAM Mk. III**, 1955, 11,500 miles, grey, grey up-holstery, overdrive, first-class condition: £850 o.n.o.—Box 5490. [7546]

**1955** Sunbeam Mk. III convertible coupe, metallic blue/grey leather, new Regency seat covers, overdrive in 2nd, 3rd and top gears, heater, etc.: £825.

**Central Newbury Car Auctions, Ltd.**, Newbury Tel. 2003. [7471]

**OCTOBER**, 1955, Sunbeam 90 4-door saloon, fitted with overdrive, finished in grey with red interior, only 8,000 miles, an immaculate car privately owned; 2355.—Aitkinson, 116, Bridgwater Drive, Westcliff-on-Sea, Southend 46126. [7498]

**1955** (delivered November 1954) Sunbeam Mk. III convertible, one careful owner, 16,000 miles, radio, heater, overdrive, an exceptionally good example; at to-day's realistic value, £795; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4035]

**XXX** 1955 (August) Sunbeam Mark III saloon, overdrive, grey with red leather, an absolutely unmarked one-owner car, speedometer reading 10,000 miles only, must be seen to be appreciated, written guarantee: £866, terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003]

**ALMOST** new Sunbeam required immediately.—Morley, 76, Cambridge Rd., Kingston. [W3016/R]

## SUNBEAM ALPINE

**GE** (late) Sunbeam Alpine, one private owner, 20,000 miles, superb dual-tone cream green cellulose, beautiful red leather, including all-over tonneau and sliding windows, comparable to new throughout; written guarantee: £895; hire purchase; exchanges.—Geoffrey Edwards, Ltd., Avenbury Lane, Harpenden, Herts. Harpenden 118. [C2000]

**1954** Sunbeam Alpine, Coronation red/beige leather, heater, Ace Rimblishers, all new tyres, one owner, taxed year, immaculate: £850.

**A LITWOOD GARAGE**, Alford Rd., Maidenhead, Tel. A Littlewood Green 70; evenings and week-ends Littlewood Green 3076. [C1107]

## SUNBEAM ALPINE

## CAR MART, Ltd.

**£550**—Sunbeam Alpine saloon, heater (extras), registered September, 1953.

**CAR MART, Ltd.**, 16, Cambridge Rd., W.5. Ealing 6600. [C1039]

**£699** 1954 Alpine sports roadster, immaculate Coronation red cellulose, one owner, 19,000 miles, fitted heater, overriders, wheel trims, virtually in as new condition, one of the finest we have ever had.

**LAMBS OF WOOD GREEN** (Established 1897), 100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

## SUNBEAM RAPIER

## WARWICK WRIGHT, Ltd., offer:—

**1956** Sunbeam Rapier saloon, red and grey, grey and red upholstery, radio and heater, 12,000 miles, £835; also another in blue and grey or grey and black, similar mileage.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

**HENDON CENTRAL GARAGE, Ltd.** offer:—

**1956** Sunbeam Rapier, dawn mist, Corinth blue, 2,000 miles only, this car has been brought up to 1957 specifications including twin carburetors: £894-5. Watford Way, Hendon Central, N.W.4. Heath 8094-5. [C2044]

**1000** miles.—1957 (November '56) Sunbeam Rapier saloon, duo grey/blue, saving £160.—Eustace Watkins, Ltd., 12, Chelsea Manor St., S.W.3 (Fleming 4285). [C4046]

**1956** model Sunbeam Rapier drop head coupe, very small mileage since new, fitted with overdrive, third and fourth gears, giving terrific performance with very running expense, this is the only Sunbeam Rapier fitted with drop head coupe body ever made and is a very pretty car indeed: £825; part exchange considered.—Reynolds, 32, Castle St., Cambridge 5943. [7485]

## SUNBEAM-TALBOT

## CAR MART, Ltd.

**£795**—Sunbeam-Talbot 90 saloon, radio, heater, sliding head, registered June, 1956.

**CAR MART, Ltd.**, 163, Bromley Rd., S.E.5. Hither Green 6111. [C1039]

## ALITWOOD GARAGE offer:—

**1951** Sunbeam-Talbot 90 saloon Mk. II, green/red leather, heater, spotlight, all nearly new tyres, immaculate and guaranteed: £465.

**A LITWOOD GARAGE**, Alford Rd., Maidenhead, Tel. Littlewood Green 70; evenings and week-ends Littlewood Green 3076. [C1107]

## COMPTON &amp; FULLER, Ltd., offer:—

**1950** Sunbeam-Talbot 80 convertible, black, well above average: £395.—Odeon Parade, Elmers End, Beckenham. Bec. 5570. [C1110]

## WARWICK WRIGHT, Ltd., offer:—

**1953** Sunbeam-Talbot 90 Mark IIA saloon, alpine mist, red upholstery, heater, 28,000 miles: £625.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045]

**HENLYS** offer with 4 months' guarantee:—

**1951** Sunbeam-Talbot 90 drop head coupe, blue with beige interior: £545.

**HENLYS, Ltd.**, Parkway, Regent's Park, N.W.1. Gilling 5721. [7745]

**1952** Sunbeam-Talbot saloon Mark II, metallic bronze, red leather, heater: £495.

**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Bucks. Tel. 47700. [C394]

**SUNBEAM-TALBOT** coupe (1952), blue/grey: £400.—Stratstone, 40, Berkeley St. (Mayfair 4404). [C4022]

**£695** 1954 Sunbeam-Talbot 90 saloon, immaculate and specimen condition, only wants seeing.

**£525** 1955 Sunbeam-Talbot 90 convertible, beautiful condition throughout, choice 2.

**£595** 1955 Sunbeam-Talbot 90 saloon or convertible available, both outstanding condition throughout.

**LAMBS OF WOOD GREEN** (Established 1897), 100 L guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052]

**1953** Sunbeam-Talbot 90 Mk. IIA, heater, washers, giving 28 mpg: £598.

**HILLS OF WOODFORD**, 75, High Rd., Woodford Green, Essex. Buc. 2186. [7194]

**1954** (June) Talbot 90 saloon, Mark IIA, Alpine mist, maroon hide, heater, underseals, etc., 10,000 miles: £715.—Robbins, East Putney, Tel. 7291. [C3010]

**£379**—1950-1 Sunbeam-Talbot 90 sports, four-seater, brown leather, sliding roof, two ornamental, 2 P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12. (100 yards Clapham South Tube). Batt. 1107. [C2024]

**1953-4** Sunbeam-Talbot coupe, in blue, with radio, heater, Ace Rimblishers and many other extras, previous titled owner, immaculate: £665.—Morris & Co., 40, Conduit St., W.1. Regent 0424 (6 lines). [7657]

**495** ens.—Sunbeam-Talbot 90, 1952, Mark II convertible, gunmetal, grey leather, heater, screen washers, one owner, exceptional; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**SUNBEAM-TALBOT** 10 4-door sports saloon, black, brown leather, sliding roof, two ornamental, only (5 years each), mileage 39,000, wing mirrors, taxed, this car is in absolute brand new condition, although first registered July 1947, definitely one out of this world to-day, must not be confused with the normal 1947 condition cars, must be inspected to be appreciated: £425.—See our advert under Singer.

**ROCKINGHAM MOTORS, Ltd.**—Langham House, 2, M. Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SUNBEAM-TALBOT

1950 30 saloon, low mileage, pranged offside, all motor, parts untouched, will sell complete or piecemeal.—Rochdale 2727. [7556]

1956 Sunbeam-Talbot, dove grey and maroon out, dove grey in, only 4 months and 3,000 miles old, all extras including radio, heater, etc., will give 3 months' guarantee; £1,100, or will consider exchange for late model XK140 hard top.—Tel. Doncaster 54351 day, 53155 evening. [6908]

## Sunbeam-Talbot Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**T**OP price paid for good Sunbeam-Talbots.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey, Epsom 5611. [W2001]

**U**RGENTLY required 1950/56 Sunbeam-Talbot saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W3019]

## TALBOT

1937 model open 4-seater sports; £145; taxed; Autome, 229, Westend Lane, Hampstead 340. [7617]

**Talbot Spares and Service**  
**JOHN BLAND** for spares and repairs to pre-war Talbots, 27, Southfields Rd., S.W.15. [0896/R]

**L**ARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Oliver Hill 0132. [0863/R]

## TRIUMPH

**WELBECK MOTORS** offer two outstanding Triumph TR3s—(Oct.) Triumph TR3, reg., but delivery mileage only and quite unused; £900; (original cost £1,032) [C4049]

1956 (reg. Nov. '55) Triumph TR3, hardtop, ivory and black, mileage 9,000; £860. [C4049]

**WELBECK MOTORS**, Ltd., 107, Crawford St. London, W.1 (Near Baker St. Station.) Welbeck 1139. [C4049]

**A1** at Brown's.

1952 Triumph Renown, grey, interior to match, heater, radio, taxed year, in really superb condition throughout; £425 secure. [C1025]

**W. J. BROWN**, Ltd., 339, Finchley Rd., N.W.3, Hain 5224. [C1025]

**G. S. HALL** offer:—

TR3 December '55, B.R.s., beige interior, fitted heater, wing mirrors, etc., low mileage, equal to new; £795—302, King St., Hammersmith, W.6, Riverside 2881. [C2100]

1950 (October) Triumph Renown, beautifully re-culoured black, superb condition, one owner only. [C4060]

**SERVICE STATION**, Kingston Vale, S.W.15, Kin. 8335. [C4060]

**WARWICK WRIGHT**, Ltd., offer:—

1955 Triumph TR2 Roadster, green, brown upholstery, heater, 6,000 miles; £735. [C4045]

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1, Mayfair 9761, Lords Court, St. John's Wood Rd., N.W.8, Cunningham 4491. [C4045]

**NEW CROS CAR MART**, Ltd., offer:—

1953 Triumph Mayflower saloon, black, heater; £395.—71, Lewisham Way, S.E.14, Tloday 2906. [C3034]

**CM1** CAR SALES (Primrose 6623), offer:—

TRIUMPH TR2, 1954, black/white; £545. [C1051]

3 MONTHS' guarantee; terms; list on application—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

TRIUMPH Renown (1954), black, beige; £395.—Stratstone, 40, Berkeley St., W.1 (Mayfair 4404). [C4002]

TR2 Specialists—Performance Cars, Ltd., choice of 9, £525-£725.—Ealing 8941. [C3041]

1951 Triumph Renown, black, reg. 375.—Hale Motors, Ltd. Tel. 7771 (4 lines). [C2077]

1952 Triumph Renown, black, reg. 375.—Hale Motors, Ltd. Tel. 7771 (4 lines). [C2077]

**CHASESIDE MOTOR CO.**, Ltd., 620, Great Cambridge Rd., Enfield, Middlesex. Tel. Enfield 3456. [7684]

TRIUMPH 2000, 70,000, old lady looking for attention and loving care; £300 o.n.o.—Gul. 7856. [C2106]

1948 (October) Triumph 1800 saloon, heater, excellent condition; offered at the very low price of £345.—St. Albans 52050. [C2106]

TRIUMPH 1800 Roadster, July 1948, grey, second engine, oilcoll, ignition; £350 o.n.o.—Pit. Lt. Foyser, R.A.F., Pembroke Dock. [7555]

1949 (July) Triumph 2000 Roadster, metallic blue/red, one owner, heater, replacement engine, immaculate condition; £325. [C1116]

**THE BLACK HORSE GARAGE**, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4222-3. [C1116]

£379/11—1949 Triumph Roadster coupe, black cellulose excellent, good hood, tyres, excellent mechanically; choice 2 others. [C2052]

**LAMBS OF WOOD GREEN** (established 1897), 100 guaranteed cars; exchanges, hire purchase—421-423, High Rd., Finchley Finchley 6222. [C2052]

1955 TR2 in red with brown upholstery, fitted heater, radio and other extras, a low mileage car; £710.—K.J. Motors, Ltd., Bromley, Rav. 3456. [7641]

1956 Triumph TR3 hard top 2-seater, blue and black, fitted overdrive, twin silencers, heater and special luggage tray, one elderly owner, 8,000 miles only; £875. [C1094]

**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094]

## TRIUMPH

1948 Triumph 1800 Roadster coupe, black, spotless condition, good tyres, engine overhaul just completed (receipt shown); £385.—Bray Motors, 180-184, West End Lane N.W.6, Hampstead 6490. [C1024]

1955 (June) TR2, 11,000 miles, in red, extras, overdrive, wire wheels, heater, radio, leather, adjustable steering column, screenwasher, full length tonneau cover; £685. [7710]

1955 model TR2 in B.R.s., heater, in very attractive condition; £595.—J. Blake & Co., Ltd., 110, Bold St., Liverpool, 1. Tel. Royal 6622. [7710]

1951 Triumph Renown saloon, a well preserved car in particularly sound order, black, fitted heater, moderate mileage; £385.—Jennings, Richmond 3368. [C3103]

**ROSE & YOUNG**, Ltd., offer:—1954 Triumph TR2 sports, fitted overdrive, exceptional condition; £575.—55-59, Sternhold Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station.) Tulse Hill 6464. [C3057]

TR2 hard top 1955, TR3 engine, wire wheels, new Michelin 2, radio, heater, pass lamps, etc., specimen; £715.—Chipton Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.5, Flaxman 0052/7253/7154. [C4018]

295 gms.—Triumph 1800, 1948 razor-edge saloon, jade green, grey leather, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

TR2, May, 1955, B.R.s., heater, washers, Ace Rim-another, 1955, white, hard top, radio, washer, spots, 12,000, £715; h.p. and exchanges.—Jones Garry, the Midlands TR2 specialist, Syston, Leics. Syston 86257. [7658]

1800 Roadster, 1948, outstanding condition, unblemished, 14,000 miles, tan leather covers, radio, heater, nominal mileage, 2 owners only, absolutely faultless mechanical condition, a beautiful car that has obviously been nursed all its life and probably the best 1800 available; £368.—Gresswell, Ltd., 156, High Rd., E. Finchley, London, N.2, Tudor 5272. [C1125]

## Triumph Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

TRIUMPH Renown, perfect condition, 1951/52 or 53.—Hawkins, 40, Glenilla Rd., N.W.3. [7748]

**T**OP price paid for good Triumphs.—H. P. Edwards, 154, Great Titchfield St., London, W.1, Langham 0012. [W2003]

**MARSTON MOTORS CO.**, Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0162/R]

**TRIUMPH Spares and Service**  
**T**EL. Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 5151. [0918/R]

**BASIL ROY**, Ltd., Triumph spares stockists, pre-war models.—161, Great Portland St., London, W.1, Lan. 7733. [0143/R]

TRIUMPH specialists, full stocks of spares for pre-war models and first-class service facilities.—New-hams, Hammermill Broadway, W.6, Riv. 4966. [C4045]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 5522). [0355/R]

## UTILITY CARS

**PEDIGREE CARS** offer:—

1950 Vanguard estate car, 4-door, heater, good condition, mechanically excellent; £255, 3 months' guarantee.—340-2, Euston Rd., N.W.1, Euston 7889. [C3093]

**MARTIN WALTER**, Ltd.,

**O**FFER, subject to remaining unold, the following ex-demonstration models:

1956 Bedford Workshop, desert sand and beige, many extras, mileage 3,400 approx.; £255. [C2077]

1956 Bedford Utilitybrake, Westminster green and grey, many extras, mileage 2,500 approx.; £275. [C2077]

1956 Bedford Utility pick-up, desert sand, with canvas tilt; £495. [C2077]

1956 Bedford Dormobile, beige with red upholstery, fitted heater headlining and trailers; £595. [C2077]

**N**EW Dormobile conversion of the Thames 5cwt van, no old ivory and Dover white; price, including p.t., £625/12/10. [C2077]

1955 Morris 14-ton Dormobile Junior, mileage 3,500 approx.; £595. [C2077]

1955 Morris LDI Utilitybrake 14-seater with face-forward seats, colour avon blue, mileage 2,500; £750. [C2077]

**N**EW Standard Dormobile, beige and desert sand/red velvet seats, including p. tax, £740/2. [C2077]

**W**RITE or phone

**MARTIN WALTER**, Ltd., 145-7, Sandgate Rd., Folkestone (Tel. Folkestone 5103). [7645]

**E**LM AUTOSALES offer:—

1953 Fordson factory built estate car, 7-seater, in Channel reg., engine just overhauled, quite spotless condition, only 100p; £365.—55-59, St. John's Wood Rd., Wimbeldon, S.W.18, Cherrywood 1615. [C2067]

£185.—Ford Scott Utility, one owner, extremely nice condition. [C2067]

**ERIC HAYES**, Ltd., 13, Bishops Bridge Rd., W.2, Ambassador 8268. [C2035]

1953 Estate, excellent dual-purpose vehicle; £385; terms, exchanges.—Primrose 6666. [C3106]

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:—

1954 (Oct.) Bedford Dormobile; £445.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

## UTILITY CARS

1953 Hillman estate car, in very good condition; £395.—Tel. Romford 0121 for full details. [7689]

1954 Hillman Minx estate car, colour blue, fitted with heater and demister, one owner, very well kept; £395. [7689]

1950 Les-Francis shooting brake, genuine 4-door coachbuilt bodywork, folding rear seat, excellent condition; £350. [7689]

1953 Austin A40 Countryman, green, very well kept, fitted heater; £395. [7689]

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, London, N.W.2, Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2006]

1954 Bedford Dormobile, fitted heater, screenwash, taxed; £435.—Metropolitan Motors, Horn Lane, Acton, W.3, Acton 5064. [C3080]

**BUNTINGS MOTOR EXCHANGE** for Utilities, all makes, Bradford specialists, list on request.—Bonnersfield Lane, Harrow, Tel. 6225-6. [0631/R]

**BEDFORD** Dormobiles by Martin Walter; a few low mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2, Tudor 2301-2. [C3018]

**N**EW Bedford Martin Walter Utilitybrake for immediate delivery, dual colour scheme most attractive, no purchase tax; price £585/7/6.—Winchester Motor Co., Ltd., Winchester, Tel. 3231. [7681]

**HENLYS**, Ltd., of 155, Euston Rd., N.W.1 (Euston 1956) (almost opposite Euston Station), offer a comprehensive selection of used estate cars, vans and utilities, all covered by our 4 months' guarantee. [7465]

**G & M ALFRED'S** (1956), Ltd.—1955 Bedford 8-seater, heater, personnel carrier, radio, heater, 1956 appearance and condition throughout; 1949 Les-Francis estate car, late property of H.H.—much above average; trade enquiries invited.—6-7, Warren St., W.1, Euston 3568. [C1005]

## Utility Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**JOWETT** Bradford de luxe utility required; cash payment.—Greenways, 61, Alresford Rd., Winchester. [7596]

**ECONOMICAL** post-war estate car or similar vehicle for £250-£300 cash.—Write: Brunt, Officers' Mess, R.A.F., Hillingdon, Wilshire. [7596]

**BEDFORD** Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2, Tudor 2301-2. [W3018]

**ESTATE CARS**, Ltd., the utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—221, Upper Richmond Rd., S.W.15, Putney 2276-7. [0572/R]

## VAUXHALL 14

1948 Vauxhall 14, radio, heater, reconditioned engine, one owner, excellent condition; £295.—Simpson, Westhills, Old Patchway, Bristol, Tel. Almondsbury 2100. [7259]

## VAUXHALL WYVERN

**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6821, offer:—

1955 Vauxhall Wyvern saloon, blue with grey upholstery, heater, radio, moderate mileage, one owner, very good condition; £395; or hire purchase terms are now 5% for 12 months. [C3042]

**W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6821. [C3042]

**H. A. SAUNDERS**, Ltd., offer:—

1955 Wyvern saloon, grey, red upholstery, heater, radio, etc.; £395. [C3042]

**H. A. SAUNDERS**, Ltd., 836-942, High Rd., North Finchley, N.12, Hillside 5272 (6 lines). [C4092]

**BROADWAY MOTORS, HOUNSLOW**, offer:—

1956 Wyvern, ivory, save £125 on list; £695. [C2097]

£595/11—1955 Wyvern saloon, black, heater, one owner, only 9,000 miles, superb; trade enquiries invited.—Harrow Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hon. 0175/8508. [C1115]

**ARCHIE SIMONS & Co.**, Ltd.—1954 Wyvern, metallic grey, red upholstery, in excellent condition throughout; £475.—95, Gt. Portland St., W.1, Lan. 1343. [C4013]

1950 Vauxhall Wyvern, heater, radio and many other extras, choice of 8; from £325.—London Car, 592-6, Greenford Rd., Greenford, Middx. Waslow 4407. [C2097]

1954 (late) Vauxhall Wyvern, one owner, 26,000 miles, outstanding throughout, black, chromium, brown interior, heater, demisters, foglights, etc., one of the most outstanding specimens, fully serviced, recent new battery, written guarantee; £385; hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000]

## VAUXHALL VELOX

**A1** at Brown's.

1954 (Feb.) Vauxhall Velox saloon, green, buff leather upholstery, heater, radio, heater, etc., carefully used and maintained practically unmarked; £525 secure. [C2097]

1954 Vauxhall Velox saloon, blue, fawn leather interior, heater and radio taxed year, spotless throughout; £525. [C2097]

**W. J. BROWN**, Ltd., 339, Finchley Rd., N.W.3, Hain 5224. [C1025]

**WARWICK WRIGHT**, Ltd., offer:—

1956 Vauxhall Velox saloon, black, red upholstery, radio and heater, 2,000 miles only; £725. [C4048]

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1, Mayfair 9761, Lords Court, St. John's Wood Rd., London, N.W.8, Cunningham 4491. [C4048]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL VELOX

GUY SALMON AUTOMOBILES offer:—

1956 (series) Vauxhall Velox, heater, 6,000 miles; £650.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

HENLYS offer with 4 months' guarantee:

1953 Vauxhall Velox saloon, heater, radio, black with tan interior; £495.  
HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 3721. [17747]

BROADWAY MOTORS, HOUNSLOW, offer:—

£699!!—1956 Velox, in ivory; choice of 3 low mileage specimens.—Hanworth Rd., Hounslow (3 mins. Hounslow East Tube), Middx. Hou. 0175/9300. [C1113]

VAUXHALL Velox, 1954, blue, 30mpg, excellent order; £500.—Tel. Egham 3250. [1668]

1956 Velox, black, one owner, heater; £675.—Campbell Symonds, Perivale 4456. [C1037]

1954 Vauxhall Velox saloon, grey, one owner, heater, in excellent condition; £495; Ford Al plan, 90-day warranty.  
BERRY CROSS GARAGE, Ford distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. [C1097]

1955 Vauxhall Velox saloon, fitted radio, heater, etc., one owner, 12,000 miles only; £625.—Hutton Cross Garage, Feltham 2176. [C2092]

ARCHIE SIMONS &amp; Co. Ltd.—1953 Vauxhall Velox, grey, nominal mileage, in very good condition; £445.—85, Gt. Portland St., W.1. Lan. 1543. [C4015]

1955 Velox, choice of 2, one finished in black and one in maroon, both fitted heaters; £630.—K.J. Motors, Ltd., Bromley. Rav. 3456. [7639]

1955 Vauxhall Velox saloon, grey, heater, radio, one owner; £595.—Brew Brothers, Ltd., 153 Old Brompton Rd., S.W.7. Fremantle 3333. [C1063]

1954 model Vauxhall Velox and Wyvern saloons, works mileage only, great saving.—Sidney Marcus, Ltd., 33, Gloane St., S.W.1. Tel. Belgrave 3721. [C3006]

1954 Vauxhall Velox saloon, blue with blue Vynde upholstery, fitted seat covers, wing mirrors, screen washers, heater etc., one owner, low mileage, must be seen; £495.

MCLAREN &amp; COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6307-7. [C3083]

1955 model Vauxhall Velox saloon, two-tone bodywork, ivory and grey, exterior sun visor, two spotlamps, fitted with heater, in immaculate condition throughout; £595.—Tel. Hillside 0560/6307-7. [C3083]

FERARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2006]

1955 Velox, 15,000 miles, heater, beautiful condition, R.A.C. and A.A. inspection, low mileage, can arrange terms; £525, or near offer.—After 7 p.m. or week-ends. Speedwell 7179. [7594]

£545!!! 1955 Vauxhall Velox, genuine 19,000 miles, radio, heater and loose covers, one careful owner, free delivery anywhere in U.K.—Cox's Motors, 11-15, Conduit St., Leicester 27519/20023. [C1068]

1956 Velox, 3,000 miles, as brand new, fitted over £100 extras including radio, heater, seat covers, etc., cost original owner £1,000, now offered at sale price of £595.—C.A.T. Motors, 56, Warren St., W.1. Fuston 1926. [7727]

U.S.G. Portsmouth, for Vauxhalls: magnificent range of 1954 models from £495, 1955 models from £595, 1956 models from £695, all carrying the quality tested guarantee.—United Service Garages, Vauxhall Distributors, Vauxhall House, Hillsea, Portsmouth (Tel. 2341). [C4069]

ROSE &amp; YOUNG, Ltd., offer:—1954 series Vauxhall Velox saloon, low mileage, one owner example, fitted Laycock overdrive, radio, heater, loose covers, under seal, chrome rims, spotlamps, clock, etc.; this car is in beautiful condition, blue; £445.—65-69, Stenhouse Avenue, Streatham Hill, S.W.2 (1 min. Streatham Station). Tel. Hill 6464. [C3057]

Vauxhall Velox Cars Wanted  
VELOX wanted, private buyer; 1952-3-4; must be first-class.—Western 1275. [7622]

## VAUXHALL CRESTA

W. BAROLD FERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621, offer:—

1954 (December) Vauxhall Cresta, duo green colour combination, all the usual extras, including wing mirrors, heater, cigar lighter, etc., mileage 15,400, one owner, excellent condition; £640. Our hire purchase terms are now 5% for 12 months.

W. BAROLD FERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. [C3043]

GUY SALMON AUTOMOBILES offer:—

1957 series Vauxhall Cresta, radio, 2,200 miles; £595.

1955 series Vauxhall Cresta, 12,000 miles; £595.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

DIXON'S GARAGES (PUTNEY), Ltd., offer:—

1956 Vauxhall Cresta, brand new and unregistered, cobalt blue and silver straw, bargain.—134, West Hill, Putney, S.W.15. Putney 0596. [C1073]

1955 Cresta, many extras, immaculately maintained; £630.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wanstead 0556. [C2039]

7,000 miles, unmarked and almost equal to new, 1954 model Cresta saloon, duo-tone blue/black, with duo-blue leather, heater, screen washers, sun visor, Ace Rimblabbers, whitewall tyres, spare unused; 725mpg; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube) Hamstead 6041. [C4018]

## VAUXHALL CRESTA

1955 model Cresta, white and blue, radio, etc., excellent condition; £685; below.  
£695.—1955 Cresta saloon, black, fawn and brown interior, one owner, car in superb condition.—Robbins, Putney. Tel. 7691. [C3010]

1955-6 Vauxhall Cresta, this car is fitted with overdrive on all gears and will average over 35mpg, finished in unblemished black with two-tone upholstery, fitted loose covers, whitewall tyres, heater, electric clock, twin chrome exterior mirrors, etc., etc.; this is a genuine one-owner, low-mileage car which has been maintained in really superb condition throughout, taxed, a most magnificent specimen; £625.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000]

## VAUXHALL MISCELLANEOUS

SHAW &amp; KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4322.

112 &amp; 114, Wardour St., W.1. Gerrard 4343. [0117/R]

"AUTORAMA" for Vauxhalls; consult us for genuine used car value.

GRAHAM BROS. (MOTORS) Ltd., The Autorama, 799-835, Chester Rd., Stretford. (Trafford) 0283/R. [0283/R]

## Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Vauxhalls.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SHAW &amp; KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4322. [0018/R]

ALMOST new Vauxhall required immediately.—Morley, 76, Cambridge Rd., Kingston. [W4018/R]

TOP price paid for good Vauxhall.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

VAUXHALL cars, post-war models urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6375. [0479/R]

## Vauxhall Spares and Service

C. A. C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors, etc., exchanged up to 50% manufacturers' list prices; radiator exchange service and all other repairs to your Vauxhall or Bedford, maximum discounts fleet owners and trade at:

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R]

VAUXHALLS.—Reconditioned service units available from stock for DX, DY, H, J, JCV, Velox, Wyvern, FCL models; rear boxes, suspension units, steering, gears, differentials, rear axle axles, water pumps, oil pumps, springs, clutch pressure plates, brakes, etc.; enquiries invited.

TRIUMPH, Aerodrome Rd., London, N.W.4. Sunnyhill 2271-2. [0964/R]

## VETERAN CARS

WELSHAM, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915. [C4070]

1909 Humber 400cc, touring, new tyres, in mint condition, at a giveaway price of £265.—Central Newbury Car Auctioneers, Ltd., Newbury, Berks. Tel. 2003. [7470]

## Veteran Cars Wanted

WANTED, Rolls Silver Ghost, prior to 1916.—Details of condition, etc., to Box 5520. [7581]

## VINTAGE CARS

REI-SIZE 4-seater, touring, in good condition throughout; £95.—A. E. Macteer, Putney 5530. [C3107]

## VOLKSWAGEN

WELBECK MOTORS for Microbus.

1956 (May) Volkswagen Microbus de luxe, with sun roof, mileage 4,000, built-in radio, heater, colour red and brown, identical to brand new, original cost over £1,400, £1,200; another coach, first registered '55 to the identical specification, but with slightly higher mileage at £975.

WELBECK MOTORS, Ltd., 107, Cusworth St., London, W.1 (near Baker St. Station), Welbeck 1139. [C4049]

ELM AUTOGALES (Volkswagen Area Dealers) offer:—

1955 Volkswagen de luxe saloon, ultra maroon, 16,000 miles, special instrument panel, mechanical spots, loose covers, and other extras, completely as new throughout; £585.

1954 (Aug.) Volkswagen de luxe saloon, black, beige interior, 24,000 miles, Motorola radio, heater, etc., beautiful condition; £525.—66-68, Hatfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (V/W Service Dept., Elm Garage, S.W.19. Wim. 4625/0472)

LIVERPOOL, and district main agents offer saloons, vans and pickups from stock.—Liggett's Garage, Aintree. Tel. Aintree 2935. [7113]

## VOLKSWAGEN

R. F. FUGGLE, Ltd.

1955 Volkswagen de luxe model, mileage 18,000, outstanding condition throughout; £615.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C3017]

EUROPEAN CARS, Ltd., Volkswagen distributors, offer:—

(April) de luxe, fixed head, green, 15,000 miles, one owner, excellent condition; £650.

1956 (April) Standard Microbus, 15,000 miles, one owner, excellent condition; £875.

1955 (July) drop head Cabriolet, black and cream, fitted with radio, spot lamps, low mileage; £850.

1955 Standard Microbus, 27,000 miles, excellent condition, one owner; £750.

1954 de luxe, fixed head, strato-silver, 23,000 miles, one owner, spotless condition; £565.

129 Old Brompton Rd., S.W.7. Pre. 7722. [6945]

£199.—Volkswagen, l.h.d., 1947, excellent buy.—Macpherson, 56, Hoppington Avenue, New Malden. [7568]

1955 saloon, de luxe, ultramaroon; £550.—Johnson &amp; Brown, 268-270, High St., Bromley, Ravensbourne 8841. [C2073]

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80mph while doing 35mpg; only suppliers.

PETER R. RAYMOND.—All VW owners wishing to make the most of their basic allowance should contact us immediately. An average mpg increase of 20% means that your ration can give you well over 300 miles a month. Owners of converted VWs can be given an even bigger increase.—West Essex Engineering Co., Ltd., Abridge. Theydon Bois 2077. [0014/R]

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors enquiries welcomed; the original distributors and specialists.

1956 Mile beige, extra, including new anti-roll bar; £685.

1956 personal prop. of man dir., small mileage, extra, taxed, diamond green; £695.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361 and Colborne Garage (Kent), Ltd., Manston, Kent. Tel. Manston 236. [0375/R]

1955 Volkswagen saloon de luxe, strato silver, extra, taxed, quite outstanding; £535.—C.N.K. Motors, 253, Finchley Rd., N.W.8. Tel. Hamstead 5712. [C1062]

V&amp;F MONACO MOTORS, the Volkswagen specialists offer you their unique experience obtained in 6 years of servicing and maintenance of Volkswagen cars.

V&amp;F MONACO MOTORS.—1954 Microbus blue, outstanding condition all round; £595.

V&amp;F MONACO MOTORS.—1954 de luxe saloon, one owner, silver blue, new tyres, radio, excellent condition; £535.

V&amp;F MONACO MOTORS.—1954 standard saloon, two owners, excellent condition, 35,000 miles; £435.

V&amp;F MONACO MOTORS, official Volkswagen agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0642/R]

1956 de luxe saloon, radio, strato silver, one owner, 9,300 miles, virtually new condition; £635.

Terms, exchanges.—Richards &amp; Carr, Ltd., 35, Kington St., S.W.1. Belgrave 3711. [C3045]

£525.—Volkswagen 1954 de luxe, magnificent condition, heater, overriders, etc., '55 and '56's A.A. or R.A.C. exams, hire purchase, exchanges, existing h.p. a/c's settled.

BENMOTORS, 1, Clarendon Rd., W.11. (50yds Holland Park Tube.) Park 5066-7 and 2971. [C1017]

1956 VW Karmann cabriolet coupe, blue, one owner, 6,000 miles, fitted Motorola radio, heater, special bumpers, Turbo engine, etc. Rare example which cost near £1,200; now offered at £775.—C.A.T. Motors, 56, Warren St., W.1. Euston 1926. [7726]

1955 Volkswagen saloon, heater, loose covers, twin horns, etc., 12,000 miles, one private owner, taxed, approximately 50mpg; £495; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3069]

## Volkswagen Cars Wanted

LOXFORD GARAGE require all Volkswagen de luxe saloons.—Ilford Lane, Ilford 3155. [19637]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361.—All years and models. [0980/R]

RICHARDS &amp; CARR, Ltd., buy Volkswagen.—35, Kington St., S.W.1. Belgrave 3711. [W3045]

VOLKSWAGEN wanted privately; £800 offered for recent convertible, mint condition.—Wood, Market Place, Kewworth, Derby. Tel. Kewworth 255. [7518]

V&amp;F MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0300/R]

## Volkswagen Spares and Service

VW MOTORS, Ltd., Sole Volkswagen concessionaires; genuine spare parts obtainable from 235, Finsbury Rd., London, E.15 (adjoining Finsbury Station, District Line) Maryland 1661-5. [0647/R]

EUROPEAN CARS, Ltd., Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129 Old Brompton Rd., S.W.7. Fremantle 7722. [0436/R]

MOONS MOTORS, Ltd., at their Davies St. (Mayfair 2381) branch have factory-trained mechanics and offer you full service with repairs and parts facilities. [0685/R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE ETC.

**Volkswagen Spares and Service**  
DONALD VINCE OF CROYDON.—Specialist service and repairs by factory trained mechanics; genuine VW spares and accessories.—Kiddemister Rd., Croydon, S.W. 25. Tel. 5775. (0340/R)

**COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2361.**—Genuine Volkswagen spares, e.o.d. postal service; technical facilities available; panel beating and cellulising a speciality. (0995/R)

**V & F MONACO MOTORS.**—Service and repairs by factory trained mechanics; spares and accessories stocked.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. (0295/R)

## WOLSELEY

**EUSTACE WATKINS, Ltd.,** the sole London distributor. miles.—July, 1956, 6/30 saloon, black; £1,125.

**2000** miles.—1956 4/44 saloon, special grey with grey upholstery, quite immaculate; £795.

**4000** miles.—1955 4/44 saloon, mist grey, one owner; £695.

**8000** miles.—September, '54, 4/44 black, excellent condition; £615.

**17000** miles.—(late) 4/44 saloon, black, excellent order; £510.

**1953** EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5961); 399, London Rd., Croydon (Thornton Heath 4283); or 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C4046)

**BENTALLS, Ltd.** Wolseley 6/30, maroon/beige upholstery; £795.—Kingston-on-Thames, Kingston 1001. (C1093)

**H. BEART & Co. Ltd., offer:—** 1954 Wolseley 4/44 saloon, one owner, excellent value; £585.

**1956** (November) Wolseley 6/30 saloon, with over-drive, genuine 800 miles only, outstanding value; £1,145.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. (C1081)

**WARWICK WRIGHT, Ltd., offer:—** 1955 Wolseley 4/44 saloon, grey, red upholstery, heater, 2,000 miles; £695.

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.** Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. (C4045)

**TANKARD & SMITH, Ltd. (Tottenham), offer:—** 1953 Wolseley 6/30 saloon, grey with grey leather trim, heater, a set of 5 brand new tyres, one owner since new; £435.—226, High Rd., London, N.15. Tot. 0414. (C1706)

**1955** (Oct.) Wolseley 4/44 saloon, grey, carefully used; £595.

**WOOD & LAMBERT, Ltd., 49, Stamford Hill, N.16.** Sta. 3434. (C4093)

**1954** Wolseley 4/44 saloon, loose covers, one owner, metallic grey with grey interior; £665.

**PASS & JOYCE, 184, Great Portland St., W.1.** Museum 1001. (C4039)

**1956** Wolseley 6/30 saloon, black, maroon upholstery, radio, one owner, 14,500 miles; £550.—Park 5077. (C4030)

**BEARTS OF KINGSTON.**—Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 3348. (0083/R)

**1955** Wolseley 6/30 saloon, finished in grey, recorded mileage 20,000; £470.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. (7602)

**WOLSELEY** 6/30 26,000, new valves, all extras, screen washers, covers, etc., new tyres, mint condition; £550.—Barnet 3148. (7557)

**1949** Wolseley 6/30 saloon, black, reconditioned engine, radio, heater; £295.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C2077)

**1950** Wolseley 4/50 maroon/brown leather, heater, Ace Rimbellishers, Town & Country tyres, taxed, a really outstanding specimen; £365.

**ALWOOD GARAGE, Alwood Rd., Maidenhead.** Tel. 117. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. (C1107)

**WOLSELEY** 1955 Wolseley 6/30, green, one owner, 23,000 miles; £795.—Hastemere Motor Co., Ltd., Guildford, Tel. Guildford 63877. (17725)

**1954** (Dec.) Wolseley 4/44, small mileage, as new; £550.—F. L. Crammors, Tel. 2040 Potters Bar. (C1062)

**JACK ROSE, Ltd.—1955** Wolseley 4/44, one owner, very attractive; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677, Bursk Heath 2376. (C5056)

**8000** miles.—1955 4/44, black with red leather, heater, Ace Rimbellishers; £590; terms, exchanges.—Tel. Oxford 3113. (7691)

**1955** Wolseley 4/44, as new, fitted heater, loose covers, 9,000 miles only, one owner.—Hallifax 6126. Allen & Clark, Ltd., Orange St., Halifax. (7701)

**1949** Wolseley 6/30 saloon, 100% mechanically clean interior, recent repast; £196.—The Leopold Grove Engineering Co., Blundell St., Blackpool. Tel. 22634. (7722)

**1954** Wolseley 4/44 saloon de luxe, 18,000 miles, blue, radio, heater, one owner.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. (C1076)

**1953** Wolseley 6/30, black saloon, fitted screen washers, heater, tubeless tyres, loose covers, etc., immaculate, bargain at £435.—Tel. Hasleigh 5750 after 6 p.m. and week-ends. (7553)

**ROSE & YOUNG, Ltd., offer 1953** Wolseley 6/30 saloon, exceptional condition throughout, black; £350.—65-69, St. John's Ave., Streatham Hill, S.W.3 (1 min. Streatham Hill Station). Tulise Hill 6464. (C3057)

**6/90** 1955 whitewall tyres, turbo disc, radio, heater, 8,000 miles, as new, genuine bargain; £775.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/71046. (C1046)

**ROSE & YOUNG, Ltd., offer 1956 series** Wolseley 6/30 saloon, 11,000 miles only, an immaculate one owner car; £545.—65-69, St. John's Ave., Streatham Hill, S.W.3 (1 min. Streatham Hill Station). Tulise Hill 6464. (C3057)

**175** gns.—Wolseley 18 1946 saloon, sliding head, leather, good tyres, excellent condition; choice of two; terms, exchanges; list; open 9-7 week-days and Saturdays.—Howland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1954** (October) Wolseley 6/30 saloon, metallic grey, red leather, heater, taxed, just decarbonised, set of new valves, etc., fitted, very good car; £496.—Ivor Seal, Ltd., 53, Scarsdale Villas, Kensington, W.8. Western 2768. (C1114)

**XXX** 1955 (March) Wolseley 4/44 saloon, maroon with maroon leather, heater, a low mileage one-owner car of really immaculate appearance, thoroughly recommended, written guarantee; £655; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., London, W.1. Langham 0012. (C2005)

**Wolseley Cars Wanted** TOP price paid for good Wolseleys.—H. F. Edwards, 29-34, Upper High St., Epsom, Surrey. Epsom 5611. (W200)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Wolseley.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

**ALMOIST** new Wolseley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. (W3016/R)

**Wolseley Spares and Service** W. JACOBS & SON, Ltd., SPECIALISTS in Wolseley spares for all models.

**W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.13.** Wanstead 7783-4-5. (0485)

**RAMSAY MOTORS, Ltd., 242/248, High St., Barnet** 3940.—Spares 1937 onwards; sales and repairs. (0707/R)

**FOR** Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (0473)

**EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3** (Flaxman 8181) for Wolseley service; complete overhauls, coachwork and reconditioned engines. (0277/R)

**R. HARDY & SON, 55, Marylebone High St., W.1.**—Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. (0317/R)

## MISCELLANEOUS CARS

## RAYMOND WAY.

**RAYMOND WAY.**—300 cars available mostly under £400; 6 months' written guarantee on post-war cars.

**WE** can quote the most competitive prices obtainable because of our huge turnover. Every vehicle is plainly marked with price and year. We are exchange specialists and we willingly take your car, 3-wheeler, motor cycle or van. Hire purchase payments insured against unemployment or illness if required.—Open to 8 p.m. 6 days a week.—Raymond Way, Kilburn, N.W.6. Maids Vale 6044. (0829/R)

**1956** M.G. Magnette saloon, finished in black with red upholstery, 8,000 miles; £685.

**1955** M.G. Magnette saloon, finished in black with red upholstery, fitted H.M.V. radio, recorded mileage 9,000; £825.

**1955** M.G. Magnette saloon, finished in green with biscuit upholstery, recorded mileage 14,000; £795.

**1955** M.G. Magnette saloon, finished in red; £775.

**1954** M.G. Magnette saloon, finished in black with red upholstery, 17,000 miles; £695.

**1956** M.G. A. finished in green with grey upholstery, recorded mileage 7,000; £815.

**1955** M.G. A. finished in white with maroon upholstery, fitted Michelin X tyres, heater and screenwashers, recorded mileage 13,000; £750.

**1955** M.G. TF Midget 1500 cc, finished in red; £585.

**1954** Morris Cowley saloon, black with red upholstery, fitted heater, recorded mileage 13,000; £550.

**UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1.** Grosvenor 4141. (7607)

**ROBBINS, 99, Upper Richmond Rd., Putney, always** sell good cars; send for list; established 25 years. (C5010/R)

**OVER 100 cars to choose from.—Siford Car Sales,** 38-118, Commercial Rd., Southampton 25254. (C4096)

**!!!—20 cars to be sold at today's silly prices, from** £35-£500, genuine offer—don't wait and wish, come early—135, High St. South, East Ham E.6. Grangeview 5330. (C4032)

## Miscellaneous Cars Wanted

**R** ROWLAND SMITH'S the Car Buyers.—Highest cash prices for all makes.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

**I** f you wish to sell your car for cash, write, 'phone or call. GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (W2023/R)

**C** ASH for cars.—Smith's 86, Chalk Farm Rd., N.W.1. Gul. 2767. (0284/R)

## AMBULANCES

**A** MBULANCES, new and used Bedford, Austins and Albions, large choice.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2528. (C4022)

## MOBILE SHOPS AND CANTEENS

**M** OBILE shops, canteens, kiosks, vehicles and trailers, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2528. (M2022)

## MOTOR HEARSES

**H** EARSES and Handles in Stock. Brochures available; immediate delivery; call and inspect. A LPE and SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

## MOTOR SCOOTERS

**C** LAUDE RYE, Ltd., the Scooter People. COME to us first: we have got all makes for immediate delivery; buy now while stock lasts; exchanges welcomed.—899, Fulham Rd., S.W.6. Ren. 6174. (7541)

**C** AMBERFORDS for Motor Scooters. Distributors for Lambretta, Bello, Parilla and Brixar Scooterette. Demonstrations, free tuition, hire purchase terms, etc.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531 (six lines). (0975/R)

## 3-Wheelers Wanted

**C** LAUDE RYE.—3-wheelers urgently required; top price paid; h.p. a/c settled.—899, Fulham Rd., S.W.6. Renown 6174. (8967)

This section closes for press first post Monday

## COMMERCIAL VEHICLES

## NEW COMMERCIAL VEHICLES

**C** OMMER 5cwt express delivery van, primer.—Salmons Garages, Ltd., Temple Bar 3338. (N4029)

**N** ew Austin A30 van, green, one A40 van, grey, re-increase price.—Robbins, East Putney, Tel. 7891. (N3010)

**1956** new Morris 10cwt van, list price.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. (N3110)

**T** HAMES 30cwt petrol van, sliding doors, in primer. £844/15. Thame's 5cwt van, green, with passenger seat, flashing indicators, etc. £383/17/8.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (N1063)

## USED COMMERCIAL VEHICLES

**1957** A35 van, works mileage; £409.

**1955** A40 van, new condition; £375.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. (C4004)

**B** ROADWAY MOTORS, Hounslow, offer:— 1955 Anglia 5cwt van, green, heater, superb, one owner, condition; £395.—Haywards Rd., Hounslow (2 mins Hounslow East Tube), Mids. Hou. 0175/8306. (C1113)

## USED COMMERCIAL VEHICLES

**1953** Thames 10cwt van, exceptionally clean, good condition; £285.

**1951** Bedford 10/12cwt utility-type van, very clean; £195.

**1953** Bedford 10/12cwt C.A.V. van, clean, one owner; £350.—Tel. E. 4425. (7660)

**1954** Ford 5cwt van, plain black, in immaculate condition; £195, terms.—Laburnum 6356. (7597)

**1956** Commer cob van, blue; £395.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (C1063)

**C** ET about in an economical Fordson 5cwt van; we can offer 1952 for £125 or £63 deposit.—Arling Motors, Ltd., 46, London Rd., Romford 7254. (7665)

**1955** Ford Thames 5cwt, fitted windows and extra seats, one owner; £350.—E. L. Mendel, Ltd., 85, Great Portland St., W.1. Lan. 2261-2. (C3101)

**1955** Austin A40 van, one owner; £365.—Gordon Wooderson, 48a, Drevstead Rd., S.W.16. Streatham 8638. (C4059)

**1947** Ford 5cwt, guaranteed, £110; 1949 Jowett Bradford utility, guaranteed, £130; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. (C3029)

## USED COMMERCIAL VEHICLES

**B** UNTINGS MOTOR EXCHANGE for light commercials; all makes, Bradford specialists; list on request.—Bunnfield Lane, Harrow. Tel. 6225-6. (0284/R)

**1956** (April) Volkswagen pick-up, tilt and bows, 11,000 miles, one owner, over 2700 list; accept; £535; terms, exchanges.—Lockhart's Service Depot, Chiltern Rd., Dunstable. Tel. 114. (7569)

**1953** A40 plain black van, 2 seats, very carefully used, beautiful condition throughout; £275; terms and exchanges.—Rory Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. (C3059)

**G** & M. ALFREDS (1936), Ltd.—Gown vans, 1949/53/54 10cwt Fords; 1953 Austin A40; Ford Pilot, 1953 regd, commodious coach work, 1956 appearance, also new 1956 Morris; maker's guarantee, immediate delivery, all designed gown vans; pick-up trucks; 1955 A40 Ford 10cwt, with tilt, also 1951 Austin A40, all above average.—6-7, Warren St., W.1. Euston 3268. (C1005)

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**SEE it at Great Britain's only stockists or write today.**

**LEICESTER CARAVAN CENTRE**, 489, Aylestone Rd., Leicester. Tel. 32342 & 32556. [7156]

## CARAVAN ACCESSORIES

**CAR** makers approve Witter towing brackets.—Witter, 154, Foregate St., Chester, 4. [0570/R]

**TOWING** brackets, over 100 designs from stock.—B. Dixon-Bate, Ltd., Chester. Tel. 24054. [0376/R]

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**MOBILE** hire fleet comprising caravans suitable residences, offices, holidays, etc.—Pendower Caravans, Westfield Rd., Bishop's Stortford. Tel. 1877. [0876/R]

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**WORTH** caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for list.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [0086/R]

**HOLDER GRAISELEY** caravan-chassis, axles, ball couplings, jockey wheels, etc.; sound design and superior workmanship.—The Holder Chassis Co., 248, Wolverhampton Rd., Heath Town, Wolverhampton. [0441/R]

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# NEW CARS FOR SALE

## A.C.

**JOHNSON & BROWN** (A.C. distributors) offer immediate delivery Ace Bristol.—268-270, High St., Bromley. Ravensbourne 8841-2. [N2073]

**CLAUDE RYE**, Ltd., for your 1957 A.C. Petite.—immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5175]

**CECA-BRISTOL**, Ace-Bristol, etc., new or second-hand.—Distributors Swanmore Garage, Ltd., 117, Christchurch Rd., Bournemouth. (Southbourne 43344.)

## ALFA-ROMEO

**THOMSON & TAYLOR** (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9. [0826/R]

## ALLARD

**ALLARDS MOTORS**, Ltd., main distributors of all models, spares and service.—51, Upper Richmond Rd., S.W.15. Van. 2335 (see also Ford). [0442/R]

## ALVIS

**MANCHESTER**—Alvis main agents, area distributors and specialists; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19, Rus. 2874-5. [0825/R]

## ARMSTRONG SIDDELEY

**WM WELBECK MOTORS**, Ltd., official retailers for the Armstrong Siddeley Motor Co.; constantly at your service.

**WELBECK MOTORS**, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [N4049]

## GUY SALMON AUTOMOBILES.

**SURREY'S** leading Armstrong specialists.—All models in Sapphire range available for demonstration and trial at Portsmouth Rd., Thames Ditton. Tel. Emberbrook 5531-2-3. [N4001]

**IMMEDIATE** delivery.—Sapphire and 234.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 6731. [N1120]

**WALTER SCOTT**, Ltd.—Sapphires from stock; part exchanges and h.p.—39, College Crescent, N.W.3. (Swiss Cottage Tube.) Primrose 4466. [N4006]

**CLARKE'S OF FIREBRIG** for the Sapphire; 24-hour service, Guildford and Woking district.—Pirbright, Surrey. Brookwood 2201-2. [N1049]

**PASS & JOYCE**, Ltd., 27, Peter St., Manchester, 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. [0603/R]

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**HWM** always available; early delivery guaranteed.

**H.W. MOTORS**, Ltd., George Abecassis, Walton-on-Thames 2404-5-6. [4681]

**ORGANS OF OXFORD**, three counties distributors; demonstrator in stock; very early delivery ensured.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59615-4. [0105/R]

## AUSTIN

**L F DOVE**, Ltd., distributors, Croydon and district. "It's the Service that Counts."—115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [N1076/R]

**C M THE CAR MART**, Ltd., Austin London Distributors. Invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. [0351/R]

**GATEHOUSE** offer:—

**E**ARLY delivery of Austins, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.8. Tel. Mountview 4444. [N2021]

**ROWLAND SMITH'S** for Austin.

**P**ART exchanges. Self-financed terms, 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**BURGE & INGLE** (MOTORS), Ltd.

**1957** Austins, immediate or early delivery; part exchanges, cars or motor cycles.—Dudden Mill Lane, N.W.10. Willesden 4869. [N4017]

## AUSTIN

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**, offer:—

**NEW** Austin A40 and A50 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [N4009]

**MAYFAIR** and West End agents; immediate delivery all models.

**RIPCO**, Ltd., 18, Albemarle St., Mayfair, London, W.1. Hyde Park 2852-3-4. [N3052]

**DORKING MOTOR Co.**, Ltd., for early delivery all models.—Dorking 2256. [N1088]

**MEBES & MEBES**, Ltd., for all models.—The Broadway, Mill Hill, N.W.7. Mill. 6648. [N3012]

**SPRINGFIELD GARAGES**, Ltd., of Southgate, all models available. Tel. Pal. 5576 and 5577. [0272/R]

**LYNE FRANK & WAGSTAFF**, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

**AUSTIN** A30 2-door, standard specification, green, available early delivery, reduced price. [N2058]

**IMMEDIATE** delivery of 1957 A35 de luxe saloon, fitted heater, island blue, also A35 de luxe saloon, seal grey.

**SPECIAL** offer A30 2-door, black, fitted heater, at £35 under list price.

**CHARLES RICKARDS**, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [N3050]

**SMITH & HUNTER**, Ltd.—Specialists; sales, service.—376, Kensington High St., W.14. Western 2312. [N4019]

**AUSTIN** A30 4-door saloon, grey/red, heater, £550. —Salmons Garages, Ltd., Temple Bar 3338. [N4029]

**AUSTIN** A50 Cambridge saloon, heater, black/brown; £779-2.—Salmons Garages, Ltd., Temple Bar 3338. [N4029]

**FULL** range, all models, immediate delivery.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 6731. [N1120]

**AUSTIN** A50 de luxe saloon, aiding head, spruce green; Austin A35 2-door saloon, island blue, heater.

**A105** Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

**AUSTIN** A30, A40, A50 saloons, immediate delivery.—Herbert & Mills, Ltd., 75, Ot. Portland St., W.1. Langham 3506-7. [N2036]

**KDM & CHERRINGTON**, Ltd., for Austins; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054]

**A50** Austin, de luxe, black and red, immediate delivery; list.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C3110]

**1957** Austins, most models, immediate delivery; part exchange, hire purchase.—Kings Motors, 1, High St., Moulsoy Tel. 3532. [N2049]

**LANKESTERS** (SURREYTON HILL), Ltd., Surbiton Hill Rd., Surbiton, the Austin main dealers, offer early delivery of all models; one only A30 and A105 saloons; special prices; demonstration cars available; exchange and deferred terms.—Tel. Elmbridge 0570. [N2063/R]

**PRINCESS** saloon, A105, A95, A50, A40, A35, Austin-Healey and all commercial models.—Frym & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 1155. Streatham 7963. [0883/R]

**YOU** may still be fortunate to secure a saving in the price of your new Austin A50 2-door or 4-door saloon, now available the 1957 saloons A35 and A50, early delivery of A95 Westminster saloon; full market value for your present car subject to inspection.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

## AUSTIN-HEALEY

**AUSTIN-HEALEY** 100, the production sports car on which extras are standard equipment; also Austin-Healey 100M with "Le Mans" modifications; buy your Austin-Healey from Donald Healey Motor Co., Ltd., North Audley House, Grosvenor Square, W.1. May. 3507. [3650]

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**CAR MART**, Ltd.,

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**CAR MART**, Ltd., 330, Euston Rd., N.W.1. Euston 1212. [N1039/R]

**GLOUCESTER House**, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

## BENTLEY

**DAVID ROSENFELD**, Ltd.

**OFFICIAL** Bentley and Rolls-Royce retailers.

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**SERVICE** Station: Chestham Hill Rd., Manchester, 8. Tel. Bla. 2308. [0560/R]

**GROSE**, Ltd., Northampton.

**OFFICIAL** Bentley retailer.

**SHOWROOMS** and Service.

**MAREFAIR**, Northampton Tel. 51663. [0569/R]

## B.M.W.

**SOLE** B.M.W. concessionaires in Great Britain; orders can now be placed for the new right-hand-drive Type 502, 503 and 507 models.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

## B.M.W. ISETTA

**SOLE** B.M.W. Isetta concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

**V & F MONACO MOTORS**—B.M.W. Isetta main dealers; immediate delivery; demonstrations information.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0547/R]

## BOND MINICAR

**RAYMOND WAY.**

**GREAT BRITAIN'S** largest Bond Minicar distributors, immediate delivery of all models; your car, motor cycle, 3-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates for Bonds.—Kilburn Bridge, N.W.6. Maida Vale 8044. Open to 8 p.m. 6 days a week. [0389/R]

**ROWLAND SMITH'S** for Bond Minicar.

**PART** exchanges: terms: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**ALL** models, immediate delivery; terms: 8-10. Rushey Green, S.E.6. Hlt. 2813. [7611]

**CLAUDE RYE**, Ltd., for your 1957 Bond Minicar; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5176]

## BORGWARD

**REVIS CAR SALES.**

**SOLE** distributors for Hampshire, Dorset and Somerset, complete range in stock.—Revis Car Sales, 9/27, New Rd., Southampton. Tel. 22334. [6453]

**METCALFE & MUNDY**, Ltd.

**SOLE** concessionaires for all Borgward cars.

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**BROOKSIDE MOTORS** (CROYDON), Ltd., 132, Brigstock Rd., Thornton Heath, Tad. 4296.

**AREA** dealers North East Surrey for Borgward Hansa cars. [0041/R]

**YORKSHIRE**—Borgward Distributors, demonstration cars available; service after sales.—Union Garage, Horbury Rd., Wakefield. Tel. 2193. [0297/R]

**BURNS STATUE GARAGE** 37 3338. Sole distributors Edinburgh and South of Scotland.—Isabella 1500 demonstration car available—quick delivery. [0480/R]

**SURREY**, Sussex and Kent sole distributors for Borgward; demonstration cars available; early delivery new models, spares and service.—F. Fairman & Sons, Ltd., Herley, Surrey. (Tel. 17.) [0819/R]

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**ANTHONY CROOK**, leading distributors since the car's origin; all models on view for early delivery.—High St., Esher, Surrey. Tel. 4580. [N1063]

## BUICK

**1956** Buick models now available; immediate delivery.—Sole Concessionaires, Lendrum & Hartman, Ltd., Buick House Albemarle St., Piccadilly, London, W.1. [0586/R]

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1956 Cadillac models now available; immediate delivery.—Sole Concessionaires, Lendrum & Hartman, Ltd., Buck House, Albemarle St., Piccadilly, London, W.1. [0326/R]

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AUTOSALES (LONDON), Ltd., offer:—

NEW Chrysler Plymouth V8 and 6-cylinder saloons available, choice of colours and specifications; part exchange terms.—59-65, Belisle Park, N.W.6. Mal. 5555/2155. [0954/R]

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LIVERPOOL, and district main agents.—The new DS19 saloon is here.—Liggett's Garage, Aintree, Tel. Aintree 2935. [7114]

C. O. NORMAN & Co., sole distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R]

**DAIMLER**  
ROWLAND SMITH'S for Daimler.

PART exchanges. Self-financed terms, 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [04018]

DORKING MOTOR Co., Ltd., Distributors, Daimler specialists, early deliveries available.—Dorking 2256. [N1086]

**D.K.W.**  
SOLE D.K.W. concessionaires in Great Britain: all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars, Isleworth Middlesex Hounslow 0011. [N2015]

**FIAT**  
BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0986/R]

H. C. PAUL, Ltd. 33 Bruton Place, Berkeley Sq. W.1. Mayfair 0321-3.—immediate delivery of Fiat cars. [N3040]

S&S MOTORS, Fiat's official agents. London's most central service, sales and spares.—18, Leicester Terr., W.2. Paddington 6174. [N4090]

SEVERAL demonstration cars available, perfect condition, low mileage.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. [0076/R]

HAMPSTEAD, N.W.3.—immediate delivery Fiat 600: terms, exchanges.—Northways Garage, Fiat Agents, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. [N3026]

A COMPREHENSIVE selection of all the new Fiat models.—Premier Motors, Main London Dealers, Distributors for S.E. London, 295, Lewisham High St. S.E.13. Lee 1051. [N3063]

MAYFAIR GARAGES, Ltd., accredited West End Fiat stockists for all models; any car or motor cycle taken in exchange; catalogues on request.—Balderton St. (opp. Selfridges' clock), W.1. Mayfair 3104-5. [N3042]

**FORD**

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [N3042]

CONSULT W. Harold Perry, Ltd., before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloons. [N3042]

W. HAROLD PERRY, Ltd. 279, Ballards Lane, North Finchley N.12. Tel. Hillside 8880. [N3042]

ROWLAND SMITH'S for Ford.  
PART exchanges: self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [04018]

RAYMOND WAY, the hire purchase specialists.  
FOR your new Ford cars, motor cycles and 3-wheelers welcomed in exchange.—Raymond Way's Corner, 10, Kilburn High St., N.W.6. Malda Vale 6044. Open to 8 p.m. 6 days a week. [0779/R]

DAGENHAM MOTORS, Ltd., Ford main dealers.  
PARK Lane, W.1. Hyde Park 4666; 374, Ealing Rd., Alperton, Middx. Perivale 3586; and 6/8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066]

NEW Consul, marium blue.—Haskins, Ladbrooke 1155. [N3027]

MAYFAIR and West End agents; immediate delivery.  
RIPCO, Ltd., 16, Albemarle St., Mayfair, London. W.1. Hyde Park 2952-3-4. [N3052]

ARTHUR E. GOULD, Ltd., 280-2, Regent St., W.1. Ford main dealers and distributors.—For delivery details of Zephyrs, Zodiacs, Consul, etc., telephone Langham 1594-5. [0102/R]

BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0987/R]

IMMEDIATE delivery Consul and Prefects.—Golly's Garage, Ltd., Ears Court Rd., S.W.5. Fre. 6372. [7618]

FORD Zodiac, black and red, immediate delivery.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C3110]

JOHN S. TRUSCOTT, Ltd., authorised Ford dealers; immediate delivery.—175, Westbourne Grove, W.11. Bayswater 4274. [N4035]

COULSDON.—R. Harmer (Coulson), Ltd., retail dealers, 272, Chipstead Valley Rd., Coulsdon, Dowlund 2255. [0690/R]

**FORD**  
ZODIAC, Zephyr, Consul and Prefect, immediate delivery.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acton 6731. [N1120]

NEW Ford Zephyr, ivory, immediate delivery.—Thomson Motor Co., Ltd., 564, Wycombe Rd., Shirley, Croydon, Springpark 3477. [N2047]

IMMEDIATE delivery Anglia, Prefect, Consul, Zodiac.—S. Morris & Company, 40, Conduit St., W.1. Tel. Regent 0424 (6 lines). [0415/R]

FORD Anglia, basic model in black, heater, in stock.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [N4093]

FORD Populars transformed for comfort and road holding by the L.M.B. Supersprung Conversion (l.f.s.) south-western distributors.

L.M.B. MOTORS, 142, Malmesbury Park Rd., Bournehampton. Tel. Boscombe 3367. [N3090]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). [0086/R]

BRADSTOCK MOTORS, Ltd., Ford dealers, have for immediate delivery, Consul saloon with heater and Prefect standard model, grey.—Chase Rd., Epsom. Tel. Epsom 5696-7. [N1090]

R. C. WIMBUSH, Ltd.—immediate delivery Ford Anglia and Prefect de luxe saloons; part exchange and h.p. facilities.—512, Ears Court Rd., London, S.W.5. Fremantle 8401-3-3. [N4056]

CHARLES RICKARDS, Ltd., Ford dealers, offer for immediate or early delivery Popular, Anglia, Prefect, Consul, Zephyr and Zodiac saloons; any type of car taken in part exchange.

56 Baywater Rd., W.2. Pad. 3400. [N3050]

PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and service; insurance.—Showrooms, 150, Sandgate Rd.; works and offices, 104, Ford Rd., Folkestone S1222 (3 lines). [0404/R]

DLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2. Main Ford distributors; consult us for delivery of all Ford models; overseas residents' enquiries welcomed.—Export Dept. Bri. 6431-2-3-4-5-6 (see also Allard). [0084/R]

YOU couldn't do better than secure immediate delivery now of our new Ford Popular, Anglia or Prefect saloon, Consul, Zephyr or Zodiac series 11 saloon; demonstrations available on all cars; full market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

**FRAZER NASH**  
REQUESTS for literature to the manufacturers.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. [N2015]

**GOGGOMOBIL**  
THE amazing Goggomobil; what a little smasher.—Particulars from Main Agents, Hornby Park Motors, Blackpool. Tel. 2683. [N3053]

GOGGOMOBIL distributors Hants and Dorset, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth (Southbourne 43544). [N4024]

**HEINKEL**  
ALL models, immediate delivery; terms.—8-10, Rushley Green, S.E.6. Hlt. 2815. [7612]

JOHNSON & BROWN, Heinkel distributors, 268/270, High St., Bromley, Ravenbourne 8841-2. [N2073]

SOLE concessionaires for the U.K., U.S.A., Canada and South America, the astonishing Heinkel.

NOBLE MOTORS, 211, Piccadilly, W.1. Tel. Regent 1321-2 and 3566. [0375/R]

CLAUDE RYE, Ltd., for your 1957 Heinkel.—immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5177]

LOCKHART'S SERVICE DEPOT, offer early delivery of the petrol-saving Heinkel, retail sales throughout the country, trade inquiries invited throughout Bedfordshire, Buckinghamshire and Hertfordshire, territories available.—Chiltern Rd., Dunstable, Tel. 114. [0425/R]

**HILLMAN**  
NEWTONS OF WEMBLEY.

EXCLUSIVE Routines retailers, for prompt delivery all Hillman models; demonstration cars available; part exchange; confidential credit facilities; view the new "finest of them all" Hillman at:—

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0796/R]

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0532. [0411/R]

HILLMAN Husky, storm grey and pearl grey.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

JACK ALPE offers new Hillman Minx de luxe saloon in ante-lope with red upholstery; demonstration car available.

JACK ALPE, 50, Marylebone High St., W.1. Welbeck 1124. [N1103]

CARRIS MOTORS, Ltd., for quick delivery of the entire Hillman range.—Lewisham Bridge, London, S.E.13. Lee 8585. [0784/R]

SMITH AUTO Co., Ltd., area dealers for Routines Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon, Croydon 2115. (3 lines). [0666/R]

**HUDSON**  
SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, offer immediate delivery of Hudson Rambler and Cross-Country Station Wagons; imported direct from America; r.h. drive; all Hudson spares and service available at

SPINKS, 85-101, Heath Rd., Twickenham. Tel. Popegrove 1035-6-7-8. [0478/R]

**HUMBER**  
NEWTONS OF WEMBLEY.

EXCLUSIVE Routines retailers, for prompt delivery Hawk and Super Snipe; view the new Hawk de luxe; demonstration cars available; part exchange; confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0796/R]

HUMBER Hawk estate car, alpine mist.—Orimaldi Bros., Ltd., St. Albans 55595. [7363]

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0532. [0412/R]

HUMBER Hawk de luxe saloon, blue/grey.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

JACK ALPE offers immediate delivery new Humber Hawk de luxe saloon in Mayfair grey with red upholstery; demonstration car available.

JACK ALPE, 50, Marylebone High St., W.1. Welbeck 1124. [N1103]

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.13. Lee 8585. [0720/R]

SMITH AUTO Co., Ltd., area dealers for Routines Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon, Croydon 2115 (3 lines). [0667/R]

**JAGUAR**

HENLYS, Ltd.

ENGLAND'S largest Jaguar distributors.  
DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

HUNTER House, 385, Euston Rd., N.W.1. (Euston 4444).

MANCHESTER.—1-3, Peter St. (Blackfriars 7843). [0155/R]

**HALLS**

AREA main dealers for Jaguar; demonstrations, part exchanges, h.p. terms.  
HALLS (FINCHLEY), Ltd., 686, High Rd., North Finchley (Tally Ho), London, N.12. (Hill. 1044). [7222]

ROWLAND SMITH'S for Jaguar.  
2.4 litre and Mk. VII saloons, stock and demonstration cars available; part exchange any distance, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Tube, N.W.3. Hampstead 6041. [N4016]

**BUCKINGHAMSHIRE** area dealers.  
MARK VII M saloon and XK140 models for early delivery; demonstrations arranged.

PERLESS MOTORS, Ltd., Bath Rd., Slough, Bucks. Slough 25121. [0430/R]

NEW Jaguar 2.4.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acton 6731. [N1120]

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers, Bromley, Rav. 3456. [0269/R]

COOMBS & BONS (GUILDFORD), Ltd., for Jaguar sales and service.  
MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R]

XK140, special equipment, drop head, grey/red, 5.31 axle, Michelin X, immediate delivery.

2.4 special equipment, overdrive, maroon/biscuit.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [N1046]

KDM & CHERRINGTON, Ltd., for Jaguars, terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054]

METROPOLIS GARAGES, Ltd.—A new 2.4 in green, special equipment, overdrive.—45, Ears Court Rd., London, W.8. Western 4544. [0107]

R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.—331, Romford Rd., Forest Gate, E.7. Maryland 7761. [0439/R]

2.4-litre Jaguar special equip. saloon, battleship grey/red with overdrive, also Mk. VII M saloon, maroon/ubscuit with overdrive, both for immediate delivery.—Wards, Tunbridge Wells. Tel. Southborough 1000. [7494]

**JARC**  
70 mpg and 9hp car ration, new commercial utility; £200.

TWO-STROKES, Ltd., Stanmore Hill, Middx. Grimsdyke 1166-7. [7530]

**JENSEN**  
MICHAEL CHRISTIE MOTORS, Britain's leading Jensen specialists, demonstrations anywhere.

NEW 1957 341 saloon available.  
NEW 1957 Interceptor saloon available.

DISTRIBUTORS for Bucks, Berks and Oxon.  
BICESTER Rd., Aylesbury, Bucks. Tel. 4727. [N1094]

NORTHWOOD MOTORS, wholesale and retail.—New 541 saloon, immediate delivery.—George St., Hull. Tel. 33822. [N3108]

**KAISER**  
KAISER.—Sole Concessionaires for Great Britain; sales, spares.—Steele Griffiths, London, S.E.5. [0509/R]

**LANCIA**  
SPECIAL offer.—Spider Aurelia GT 2500, unregistered, one only available, colour light grey with red upholstery; offered at the very reduced price of £2,500.—Seen at Lancia (England), Ltd., 372, Ealing Rd., Alperton. [7254]

## NEW CARS FOR SALE

**LANCIA**—For catalogues and details apply Lancia (England) Ltd., Lancia Works, Alpernon, Nr. Wembley, Middx. Tel. Perivale 5656. [0289/R]

**JOE THOMPSON (MOTORS)**, Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London, 91-95, Fulham Rd., S.W.5. Kensington 4858. [N4028]

**MERCEDES-BENZ**

**J. S. TRUSCOTT**, Ltd., for Mercedes-Benz.

EARLY delivery of all types; our demonstration cars are here for you to drive, including the new Type 220S, and Type 190; these cars surpass all previous standards.

**JOHN S. TRUSCOTT**, Ltd., for Mercedes-Benz, 175, Westbourne Grove, W.11. Baywater 4274. [N4035]

LONDON.

**TAYLOR & CRAWLEY**, official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Rd.), Mayfair, W.1. (Grosvenor 6811). [N4031]

**WELWYN SALES DEPOT**, Ltd.

**HERTS**, Bucks and Northants main distributors—Enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R]

**LIVERPOOL** and district main agents—Liggett's Garage, Aintree. Tel. Aintree 2935. [7116]

**BURNS STATION GARAGE**, Ayr 3338, main agents for Ayrshire.—Early delivery all models. [0461/R]

**WORKING MOTORS**, distributors, Surrey.—Maybury Hill, Woking, Surrey. Tel. Woking 4277-8. [N4057]

**GALT OF GLASGOW**, distributors, offer immediate or early delivery according to model.—J. J. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.S. [0884/R]

**MIDLAND COUNTIES** distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0176/R]

**WILLIAM ARNOLD**, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire.—Sales, spares, service.—Tel. Ardwick 4351-7. [0265]

**NORFOLK**, Cambridgeshire and Suffolk distributors for Mercedes cars, demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd. Stowmarket. [0891]

**GEORGE NEWMAN & Co. (BRIGHTON)**, Ltd., sole Sussex distributors, all models available for inspection and trial, early delivery.—39-40, Old Steine, Brighton BN1 2JG-3-4. [N5106]

**MESSERSCHMITT**

M.P.H.W. SALES.

**BUY** from us.—The specialists with the home demonstration service the sponsors of the re-formed Owners Club purchase facilities on new and 2nd hand machines; spares, repairs and advice services.—Tel. Byfleet 326.

**M.P.H.W. SALES** Station Approach, West Byfleet, Surrey. [8311]

**ALL** models, immediate delivery; terms.—8-10, Rushey Green, S.E.6. Hit. 2813. [7613]

**SOLE U.K. Concessionaires** for the Cabin scooter which gives you car comfort at motor cycle cost.

**CABIN SCOOTERS**, Ltd., 17, Great Cumberland Place, London, W.1. Ambassador 5577. [0694/R]

**CLAUDE RYE**, Ltd., for your 1957 Messerschmitt—immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5178]

**COMERFORDS** for Messerschmitts: delivery from stock, spares, service, demonstrations, exchanges, terms; postal transactions very easily arranged.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey, Esherbrook 5531 (6 lines). [0268/R]

**LOCKHART'S SERVICE DEPOT**, offer early delivery of the three-farthings per mile Messerschmitt, retail sales throughout the country, trade inquiries invited throughout Bedfordshire, Buckinghamshire and Hertfordshire, territories available.—Chiltern Rd., Dunstable, Tel. 114. [0498/R]

**M.G.**

**ROWLAND SMITH'S** for M.G.

IMMEDIATE delivery Magnette saloon and M.G. A 2-seater.

PART exchange, any distance, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**LYNE, FRANK & WAGSTAFF**, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—M.G. Magnette, maroon, available early delivery; reduced price. [N2058]

**MEBES & MEBES**, Ltd., for all models.—The Broadway, Mill Hill, N.W.7. Mil. 6642. [N3012]

**DORKING MOTOR Co.**, Ltd.—Early delivery Magnette, immediate delivery M.G. A.—Dorking 2256. [N1088]

**MAGNETTE** 1957 model, in black with beige hide; immediate delivery.—S. Morris & Co., 40, Conduit St., W.1. Tel. Reg. 0424. [6388]

IMMEDIATE delivery, new M.G. Magnette saloon and 2-seater.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2875. [N2109]

**M.G. Official** M.G. retail dealers; all models available, part exchange, exchanges welcomed.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [N3041]

**M.G.**

**R. C. WIMBUSH**, Ltd., M.G. stockists; offer immediate delivery M.G. A and Magnette saloon; part exchange and h.p. facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [N4056]

**MORGAN**

**BASIL ROY**, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine.—161, Gt. Portland St., W.1. Langham 7735. [0510/R]

**MORGAN Plus 4**; prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R]

**MORRIS**

**ROWLAND SMITH'S** for Morris.

PART exchanges, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**BURGE & INGLIS (MOTORS)**, Ltd.

1956 Morris Oxford, beige; £50 under list price.

1957 Morris products, immediate or early delivery.

—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

**BROWN'S GARAGE (LOUGHTON)**, Ltd., offer:—

Morris Minor 1,000 4-door saloon, black, early delivery.—Brown's Garage, Ltd., High Rd., Loughton, Tel. Loughton 5262. [N1034]

**DORKING MOTOR Co.**, Ltd.—Early delivery all models.—Dorking 2256. [N1088]

**MEBES & MEBES**, Ltd., for all models.—The Broadway, Mill Hill, N.W.7. Mil. 6642. [N3012]

**LYNE, FRANK & WAGSTAFF**, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

ONE new Morris Oxford, black, red upholstery, early delivery. [N2058]

**SMITH & HUNTER**, Ltd.—Specialists; sales, service.—376, Kensington High St., W.14. Western 2312.

1956 Morris Oxford saloon, beige, works mileage; special price; also 5 and 10cwt vans reduced.

**LANKESTER ENGINEERING Co.**, Ltd., 39-43, Eden St., Kingston, Kin. 3151-6. [0264/R]

TEST drive any Morris car at Chain Garage, Hanger Lane, Ealing, W.5. Per. 4404. Official agents.

IMMEDIATE delivery, one only, Minor 1000 de luxe.

—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fre. 6975. [7619]

**KDM & CHERINGTON**, Ltd., for Morris; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054]

**MORRIS** Oxford, new, dark green, immediate delivery.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 5508-7. [N2036]

1957 Morris, most models, immediate delivery; part exchanges, hire purchase.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [N2049]

**MORRIS** Minor 2-door grey saloon, new, unregistered, 1956 model, works mileage only; £575.—Overton Motors, Overton, Hants. Overton 296. [7558]

**LYTTELTON GARAGE**, Ltd., Hampstead Garden Suburb, Official Morris Agents; quick deliveries, part exchange; yearly contracts; specialised service.—Lytelton Rd. (A.1.), N.2. Speedwell 5500/3550. [0622/R]

**NASH**

SOLE concessionaires for all Nash models, r.h.d., available. American and Canadian Forces personnel and members of the Diplomatic Corps supplied on a duty-free basis.

**NASH CONCESSIONAIRES**, Ltd., Albany St., London, N.W.1. Tel. Euston 5598. [0562/R]

**OLDSMOBILE**

SOLE distributors for the United Kingdom.—

Lex Garages, Ltd., 2, Lexington St., London, W.1. Gerard 8600 (20 lines). [0576/R]

**PACKARD**

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, 31, West Rd., Brentford, Middlesex. Ealing 3400. [0730/R]

**PEUGEOT**

**TOM KNOWLES**.

**TOM KNOWLES**, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 5675-4. [0698/R]

**G. K. BALLAMY**, Automobile Engineers, Alfred Place, Worthing, Tel. Worthing 5769. Peugeot distributors Sussex and South Coast. [4575]

**PANTILES SERVICE GARAGE**, Ltd., Guildford 5326.

Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex; immediate delivery, dealers wanted, territory available. [N3035]

**DISTRIBUTORS PEUGEOT**, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent).

—127, High St., Croydon, Tel. Cro. 7211-7217. [0391/R]

**PONTIAC**

**PONTIAC**—U.S. Concessionaires Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascolt, Berks. [0950/R]

**PORSCHE**

SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars Isleworth, Middlesex. Hounslow 0011. [N2015]

**POWERDRIVE**

**BLUE STAR GARAGES**, Ltd., sole distributors for Gt. Britain, Fortune Green Rd., N.W.6. Hampstead 2211, or enquire at any Blue Star garage. [0066/R]

**RELIANT**

**SLOCOMBES**, Ltd.

50 mpg with the Reliant Regal 747cc 4-cylinder occasional 4-seater, £5 annual tax; write, phone or call for details of new and used models.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

**CLAUDE RYE**, Ltd., for your 1957 Reliant—immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5179]

**RENAULT**

**MARTIN VAUGHAN MOTOR Co.**, Ravensbourne Rd., Bromley, Kent. Ravensbourne 2391.—Renault Stockists. [0647/R]

**WELHAMS**, Renault Sales and Service, Surbiton Hill Rd., Surbiton, Surrey, Kimbridge 1873. Distributors 1909. [N4070]

**FRED OUY** for new Renaults; immediate delivery; 750; terms and exchanges.—198, King St., W.4. Riverside 5131. [0095/R]

**BARNEHURST GARAGE**, Ltd.—Renault distributors for Kent; immediate delivery of all models.—1-5 Barnehurst Rd., Bexleyheath 725. [0942/R]

**RENAULT** sales and service; immediate delivery of 750 de luxe saloons in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0816/R]

**PERFORMANCE CARS**, Ltd., Middx. distributors, all models available, demonstrations; part exchange valuation.—Great West Rd., Brentwood, Middx. Ealing 8841 (4 lines). [N3041]

2-PEDAL control.—You couldn't do better than try for yourself the latest Dauphine saloon fitted with Ferret clutch, deliveries now available; full market value for your present car subject to inspection.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

**AUTO SALES (LONDON)**, Ltd., North London district agents for Renault; can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R]

**RILEY**

**PERFORMANCE CARS**, Ltd., Riley agents, Great West Rd., Brentford, Middx. Ealing 8841.

**NEW** Riley Pathfinder in stock, cedar green, bucket seats, overdrive; £1,475. [N3041]

**MAYFAIR** and West End agents; immediate delivery Pathfinder.

**RIPCO**, Ltd., 166, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N3052]

**NEW** Riley Pathfinder.—Davies Car Centre, 22-24, Horn Lane, Acton, Tel. Acton 6731. [N1120]

**AREA** dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange; h.p. terms.—Montrose Motors, Wembley 2636. [0765/R]

**RILEY** Pathfinder, very latest specification, finished dual-tone grey-beige, maroon leather, bench seat, heater (tubeless tyres); one only available at current list price.—Motorsists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

**ROLLS-ROYCE**

**CAR MART**, Ltd.

OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

**CAR MART**, Ltd., 320 Euston Rd., N.W.1. Euston 1312.

**LOUCESTER** House, 150, Park Lane, W.1. (Corner Piccadilly) Grosvenor 3434. [N1039/R]

**ROSE**, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

**MAREFAIR**, Northampton. Tel. 51682. [0520/R]

**DAVID ROSENFELD**, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers

**SHOWROOMS**: 538-42, Peter St., Manchester, 2, Deansgate 6871.

**SERVICE** Station: Cheetham Hill Rd., Manchester, 8, Tel. Bla. 2302. [0561/R]

**ROVER**

**HENLYS**, England's leading motor agents.

**ROVER** distributors.

**DEVONSHIRE** House, Piccadilly, W.1. (Hyde Park 9151).

**HENLY** House, 365 Euston Rd., N.W.1. (Euston 4444). [0154/R]

**ROVER**.

**ODEON MOTORS** Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R]

**PAGE MOTORS**, Ltd., Epsom.

HAVE new 1956 Rover 75 and 90 models (choice of colours) available at reduced prices; Rover area dealers, Epsom 9891, 2 & 3. [7491]

**COOMES & SONS (GUILDFORD)**, Ltd., for Rover sales and service.

**MAIN** agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R]

**DORKING MOTOR Co.**, Ltd., main dealers—New models in stock.—Dorking 2256. [N1088]

**KJ MOTORS** Ltd., N.W. Kent's leading Rover area dealers, Bromley, Rav. 3456. [0287/R]

**BEXHILL**—P. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2383-5. [0951/R]

## NEW CARS FOR SALE

## ROVER

NEW 1957 Rover, Davies Car Centre, 22-24, Horn Lane, Acton. Tel. Acorn 6731. [N1120]

NEW Rover 90 and 75 1956 models, reduced prices: Rover area dealers.—Surrey Motors, Sutton, Surrey. Vindict 4444. [N834]

KDM & CHERRINGTON, Ltd., for Rovers: terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054]

SANDERSTEAD Main Agents, Leathwood's Garage, Ltd., 367, Limpfield Rd., Sanderstead, Tel. Sanderstead 4476. [N0665/R]

CATERHAM, Purley and district, main dealers: early delivery of full range of Rover cars.—Layhams of Caterham. Tel. Caterham 2394. [N0924/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Market, Northampton. Tel. 31652. [N0011/R]

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1953.—Ace of "Herts" Garage, Watford 4026. [N0782/R]

NEW Rover 90 saloons, 1956 series, for disposal, choice of colour; enquiries invited for all Rover models.—R. P. Powell Motors, Ltd., Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 7781. [N0457/R]

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—4-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [N0148]

ROSENFELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station: Chesham Hill Rd., Manchester, 8. Tel. B1a. 2302. [N0886/R]

## SIMCA

A LIMITED number of Elysees '56 models available: £860.—Apply Fiat (England), Ltd., Per. 5651. [N0685/R]

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.—Immediate delivery of Simca cars. [N3040]

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery, exchange, terms.—308, Erith Rd., Bexleyheath. Erith 2469 and 2829. [N1008/R]

## SINGER

WM WELBECK MOTORS Ltd., largest Singer dealers in the country; constantly at your service. WELBECK MOTORS, Ltd., 107, Crawford St., London W.1 (near Baker St. Station), Welbeck 1139. [N14049]

GATEHOUSE offer:—EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

FULL range of models on show and for trial at the 100% Singer specialists. AUTOMENDERS, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8291. [N0757/R]

IMMEDIATE delivery of the Singer Gazelle.—Lockhart's Service Depot, Dunstable. Tel. 114. [N0120/R]

ORDER the new Singer Gazelle now in stock at Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [N20895]

BROMEY.—Order your new Singer from Johnson Ravensbourne 8841-2. [N2075]

CRUYDON.—H. Harner Car Sales, Ltd., dealers, 444-8, Brighton Rd., South Croydon. [N0811/R]

## STANDARD

HALLS AREA main dealers FOR the new Sportman and Vanguard

ESTATE cars, part exchanges, h.p. terms. HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), London, N.12. (Hil. 1044). [N7223]

L. F. DOVE, Ltd. AREA main dealers. SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077]

GATEHOUSE offer:—EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

BOWES ROAD GARAGE IMMEDIATE delivery new Super 8 at the reduced price of £608/17.—See below.

NEW Family 10, beige, at the reduced price of £578/17; hire purchase.—Bowes Road Garage, Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2294-5-6. [N7379]

BURGESS & INGLIS (MOTORS), Ltd. 1957 Standards, immediate or early delivery.—Dudden Hill Lane, N.W.10. Willenden 4869. [N4017]

ROWLAND SMITH'S for Standard. IMMEDIATE delivery Phase III Vanguard saloon.

PART exchanges. Self-financed terms, 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6941. [N4018]

## STANDARD

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Standard retail dealers, invite you to inspect the full range of Standard cars that are available for immediate delivery.

BERKELEY Sq., London, W.1. Gro. 4343. [N0856/R]

GEORGE BOYLE (SPORTS CARS), Ltd., Mollington, W.1. We have in stock the famous new Standard Family 10hp saloon, ideal for trials, rally work and complete with over twin carburettor conversion, modified engine and Anti-Roll Bar.

PRICE complete, £669 17s, ex works.

MESSRS. GEORGE BOYLE (SPORTS CARS), Ltd., Whitchurch Garage, Parkgate Rd., Gt. Mollington, Nr. Chester, Tel. No. Great Mollington 353-4-5. [N4759]

IMMEDIATE delivery Standard Vanguard Phase III saloon, beige/green, brown leather: £914/17. CHARLES RICKARDS, Ltd., 58, Baywater Rd., W.2. Pad. 3440. [N3050]

STANDARD Family 8, grey, immediate delivery.—Salmons Garage, Ltd., Temple Bar 3338. [N4029]

LANKESTER ENGINEERING Co., Ltd., 80-83, Victoria Rd., Surbiton, Elmbridge 1184-5.

STANDARD & Triumph Distributors in Surrey since 1911; immediate delivery of all models.

DEFERRED terms and Stanbury transactions. [N402/R]

IMMEDIATE delivery, all Standard models.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frs. 5373. [N7621]

IMMEDIATE delivery 8 and 10hp saloons, estate cars, Vanguard Ph. III.—S. Morris & Company, 40, Conduit St., W.1. Tel. Regent 0424 (6 lines). [N0416/R]

STANDARD 10 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

1957 Standards, most models; immediate delivery; part exchanges, hire purchase.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [N2049]

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [N0026/R]

NEW Standard 8 and 10 saloons, also Vanguard Phase III, black, immediate delivery, one Standard 10 family saloon, pre-increase price.—Robbins, East Putney. Tel. 7881. [N3010]

METROPOLIS GARAGES, Ltd., offer for immediate delivery at the new reduced prices; Standard 8s, 10s and Vanguard Phase III; choice of colours.—45, Ears Court Rd., W.5. Western 4544. [N0600]

DUDLEY COBOLD AUTOMOBILES for immediate delivery Vanguard Phase III saloon, Super 10. Family and Super 8 saloons.—208-10-16, The Broadway, Wimbledon, S.W.19. Cherrywood 3366-7. [N0955/R]

2-PEDAL control—why not try for yourself the latest Standard 10 Phase II saloon fitted with the Newton 2-pedal control?; also immediate delivery available 8 and 10hp saloons, Vanguard saloon and estate car; full market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

## STUDEBAKER

A LIMITED number of new 1956 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. [N090/R]

## SUNBEAM

NEWTONS OF WEMBLEY. EXCLUSIVE Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities; see the wonderful Rapier at:—

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (Opposite Wembley Town Hall), Arnold 5253 (4 lines). [N0771/R]

GEORGE HANTWELL, Ltd. the Sunbeam-Talbot specialists.

SUNBEAM Repairs & Mk. III saloons, all colours, available for immediate delivery.—35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [N2079]

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [N0415/R]

SUNBEAM Rapier saloon, black/yellow.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.2. Freamle 3353. [N1085]

SUNBEAM—Smith Auto Co., Ltd. Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115, 5 lines). [N0889/R]

IMMEDIATE delivery, new Sunbeam Rapiers and Mark III saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2275. [N2109]

## TRIUMPH

HALLS AREA main dealers. TR3: part exchanges, h.p. terms.

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), London, N.12. (Hil. 1044). [N7224]

## TRIUMPH

L. F. DOVE, Ltd.

THE official TR centre.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077]

ROWLAND SMITH'S for Triumph.

PART exchanges: self-financed terms 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6941. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers, offer immediate delivery TR3 models; demonstrations and part exchange arranged.

BERKELEY Sq., London, W.1. Gro. 4343. [N0840/R]

KJ MOTORS, Ltd., N.W. Kent's leading Standard/Triumph area dealers.—Bromley, Rav. 3456. [N0985]

TR2—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041]

METROPOLIS GARAGES, Ltd., for Triumph sales and service.—45, Ears Court Rd., W.5. Western 4544. [N0599]

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [N0026/R]

LANKESTER ENGINEERING Co., Ltd. (distributors in Surrey since 1911).—Immediate delivery TR3 hardtop, colour green, black top; exchanges and deferred terms.—80-83, Victoria Rd., Surbiton. Elm. 1184-5. [N083/R]

## VAUXHALL

VAUXHALL cars.—Shaw and Kilburn, Ltd., Showrooms:—

4 Berkeley Sq., W.1. Grosvenor 4328. [N0019/R]

PARTS and service: Western Ave., W.3. Acorn 4641. [N0902/R]

LONDON, N.3.—Pope's of Finchley, Ballards Lane, your main dealers Pin. 0113/6. [N0902/R]

1957 Vauxhall Cresta, Velox and Wyvern, immediate delivery.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., W.1. Hyde Park 7121. Parts and Service, Old Oak Lane, N.W.11. Elgar 7911. [N0370/R]

KJ MOTORS, Ltd., main dealers, all models; immediate delivery, Bromley, Rav. 3456. [N0221/R]

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [N0808/R]

IMMEDIATE delivery, Wyvern, Velox and Cresta.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frs. 5373. [N7620]

NEW Vauxhall Wyvern and Velox saloons, 1957 models, immediate delivery.—Robbins, East Putney. Tel. 7881. [N3010]

HAMILTON MOTORS (LONDON), Ltd., main dealers, 466-490, Edgware Rd., London, W.2. Pad. 0022. Immediate delivery. [N2641]

FOR immediate delivery, Cresta, Velox and Wyvern.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or Tel. Paddington 0022. [N2032]

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, Official Vauxhall Agents; quick deliveries; part exchange; yearly contracts; specialised service.—Lytelton Rd. (A.1.), N.2. Speedwell 3500/3550. [N0621/R]

## VOLKSWAGEN

VW MOTORS, Ltd., Byron House, 7-9, St. James's St., London, S.W.1. Whl. 9501. Sole concessionaires, Great Britain and Northern Ireland. Cars available for early delivery. [N0848/R]

BRADSTOCK MOTORS, Ltd.

VOLKSWAGEN agents of the south, offer:—

DELIVERY from stock, demonstration and enquiries will receive our immediate attention.—Works and showrooms, Chase Rd., Epsom. Tel. Epsom 5696/7. [N1090]

ELM AUTOSALES (VOLKSWAGEN AREA DEALERS) offer:—

LATEST model de luxe saloon, prairie beige, red interior, immediate delivery; list price.—66/68, Harthold Rd., Wimbledon, S.W.19. Cherrywood 1815. (VW service dept., Elm Garage, S.W.19. Wm. 4825/0472). [N2067]

SUSSEX distributors.—Prestwich (Home), Ltd., St. John's Rd., Hove. Tel. 34037-8. [N0190/R]

BUCKINGHAMSHIRE distributors, sales, spares, service.—Keith Garages, Ltd., Bicester Rd., Aylesbury. Tel. Aylesbury 259. [N0762/R]

LIVERPOOL and district main agents offer saloons, vans and pick-ups from stock.—Liggett's Garage, Aintree. Tel. Aintree 3285. [N7113]

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors enquiries welcomed; the original distributors and specialists.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361, and Colborne Garage (Kent), Ltd. Manston, Kent. Tel. Manston 236. [N0017/R]

## NEW CARS FOR SALE

**VOLKSWAGEN**  
SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358-9. Complete facilities. [0128/R]

**DONALD VINCE OF CROYDON** have cars and transporters always in stock.—158-162, London Rd., Croydon. Tel. 9546 [0341/R]

**EUROPEAN CARS, Ltd.**, distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses. 129-131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R]

**BROMLEY**—Volkswagen for immediate delivery.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841-2. [N2073]

**N.W. LONDON** authorized dealers, delivery from stock, demonstration any time; exchanges, terms.—Walter Scott, Ltd., 39, College Crescent, N.W.3. (Swiss Cottage Tube). Fri. 4466. [N4006]

**PRIDE & CLARKE**, South London distributors.—All models available, any car welcomed in part exchange; tax and insurance included in terms over 2 years.—Stockwell Rd., S.W.9. Brixton 6251. [N3068]

**DAVIES MOTORS, Ltd.**, official distributors, demonstration cars available; latest models on display; full service and spares facilities; open on Saturday afternoon.—273, London Rd., Staines. Tel. 4211 (five lines). [N1080]

**V&F MONACO MOTORS** for Volkswagen; immediate delivery saloons, early delivery vans, pick-ups; terms, exchanges.—6, Astwood Mews, Courtfield Rd., S.W.7. (near Gloucester Road Stn.). Fremantle 4414. [0851/R]

**OFFICIAL** main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; exchanges, terms; demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Bew. [N1017]

**BENMOTORS**, 1, Clarendon Rd., London, W.11 (50 yds. Holland Park Tube). Park 5066. [N1017]

**VOLKSWAGEN**  
CROYDON.—H. Harmer Car Sales, Ltd., area dealers; 444-8, Brighton Rd., South Croydon. Uplands 9829. [0127/R]

**WILLYS**  
WILLYS (Cars and Jeeps), Sole Concessionaires.—Steele Griffiths, Ltd., S.E.5. [0812/R]

**WOLSELEY**  
**EW**  
EUSTACE WATKINS, Ltd., sole London distributors; early delivery 15/50, 6/90; models; part-exchange and hire-purchase.—12, Berkeley St., W.1. (Mayfair 5551); 13, Chelsea Manor St., S.W.3. (Fitzman 8181); 399, London Rd., Croydon (Thornton Heath 4283). [N4046]

**H. BEART & Co., Ltd.**  
WOLSELEY distributors.

**OFFER** brand new!!! Wolseley 6/90 Series I saloon, overdrive or standard model, at substantial price reduction.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [N1081]

**ROWLAND SMITH'S** for Wolseley.

**15/50** saloon on view, early delivery all models. Part exchanges, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). N.W.3. Hampstead 841. [N4018]

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**, offer:—New Wolseley 6/90 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651. [N4009]

**IMMEDIATE** delivery new Wolseley 15/50.—Matthews Corner Garage, Windlesham. Bagshot 2158. [7609]

**DORKING MOTOR Co., Ltd.**—New 15/50 in stock, early delivery 6/90.—Dorking 2256. [N1088]

**MEBES & MEBES, Ltd.**, for all models.—The Broadway, Mill Hill, N.W.7. Mill 6642. [N3012]

**WOLSELEY**  
WOLSELEY 15/50, Yukon grey.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5333. [N1085]

**WOLSELEY** 15/50, grey, immediate delivery, 6/90 early delivery.—C. W. J. Coles, Ltd., Blunt Rd., South Croydon. Cro. 0074-5. [N1122]

**KDM & CHERRINGTON, Ltd.**, for Wolseleys; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054]

**IMMEDIATE** delivery, new Wolseley 15/50 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [N2109]

**R. C. WIMBUSH, Ltd.**, Wolseley stockists; offer early delivery 6/90 and 15/50 saloons; part exchange and h.p. facilities.—512, Earls Court Rd., London, S.W.5. [N4056]

**3-WHEELERS**  
120 m.p.h. and 5hp car petrol run.—Two-Stroke, Ltd., for A.C. Petite, Bond, Heinkel, Powerdrive, Messerschmitt.—Stanmore Hill, Middx. Grimsdyke 1166-67. [7520]

**MISCELLANEOUS CARS**  
ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors. Rooter, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]

**MARSTON MOTOR Co., Ltd.**, for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; only phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0178/R]

**BRITAIN** and back; the new car of your choice bought without purchase tax from £350 car tax at your arrival at London Airport; use it for your leave and let us arrange shipment back, and complete all formalities without charge for our services, gladly given; immediate air-mail reply from Steele Griffiths, Ltd., London, S.E.5, England. [0652/R]

## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

## A SYNCHRO

**1956** Vauxhall (Velox, Wyvern), or Austin (A50, A30), heater, radio, self-drive from 36ns per week, plus small mileage charge. (Summer 56ns.)

**CHOICE** of 3 rates, including unlimited mileage; Continental touring, A.A., R.A.C. membership; special facilities for overseas visitors.

**SYNCHRO GARAGE, Ltd.**, 1, Petersham Mews, S.W.7. Western 4108/6507. Cables Synchro, London. [0636/R]

## SELF-DRIVE

**£5** per week

**FLEET** of 1956 cars from Ryans

**10-11**, Balmain St., off Jermyn St., 100 yards from Piccadilly Circus, W.1. 6464; also at Liverpool, Belfast, Dublin (and Airport), Cork, Limerick, Dun Laoghaire. [0450/R]

## IVOR HILL, Ltd.

**NEW A40** Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5686. [0360/R]

## GEE CARS offer:—

**SIX** months' contract hire of 1956 new type Ford Consul, allowing 7,500 miles free for 20/- per day including tax, full comprehensive insurance and free maintenance.

**GARAGE**, 60-82, Queenstown Rd., S.W.8. Macaulay 5368; or Showrooms, 169, Fulham Rd., S.W.1. Knightsbridge 4735. [0746/R]

## BRUTONS self drive.

**1956** low mileage Mark II, Zodiacs, Zephyrs, Consul and Prefects; best rates.—Lexham Gardens Mews, W.8. (Cromwell Road.) Fremantle 4975. [C1104]

## MON.—Fri. cars from

**12/6** per day.

**25** miles free

## J. DAVY.

**RING**: Knightsbridge, K.1. 4211; Earls Court, Fre. 6000; Piccadilly Circus, TRA. 2021. [0401/R]

## SELF-DRIVE CARS, Kensington.

**NEW** Austins, Fords, Morris, Standards, Vauxhalls; also Daimler Consorts; comprehensive insurance; special period rates for overseas visitors.

**SELF-DRIVE** CARS, Adam & Eve Mews, W.8. Wes. 5802. Cables: "Britcars, London." [0186/R]

**1956** cars, self drive.—Wilsons, 34, Acre Lane, S.W.2. Bri. 4011. [M4085/R]

**MANCHESTER**—Drive yourself 1955-56 Vauxhalls; overseas visitors specially catered for.

**SUREFLEET**, delivery anywhere in England; free.

**SUREFLEET**, 47, Upper Chorlton Rd., Manchester, 10, Tel. Moss Side 1937. [0646/R]

**SMITH & HUNTER** for self-drive; inclusive rates.—376, Kensington High St., W.14. Western 6417.

**FOREST HILL** 2432.—Self-drive and chauffeur-driven.—Moore Park Garage, 110, Woodvale, S.E.25. [0679/R]

## CARS FOR HIRE

**1956** cars unlimited.—Grange Service Garage, 246, Romford Rd., Forest Gate. Mar. 2585. [0590/R]

**WELBECK CAR HIRE** offer new Ford Anglias on unlimited mileage; 8 a.m. to 6 p.m. 55/-, 5 p.m. to 9 a.m. £1. 24 hours 50/-, 1 week £12/10.

**WELBECK CAR HIRE, Ltd.**, 22, Crawford St., W.1. (near Baker St. Stn.). Wel. 5991. Office hours 8 a.m. to 6 p.m. except Sundays. [0631/R]

**AUSTIN** and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Cordington Mews, W.11. Park 9864-5. [0466/R]

**BEDFORD** Dormobiles, Austins, Morris, self-drive hire.—Mayday Motors, Ltd., Mayday Rd., Croydon. Thornton Heath 3475-4-5. [0979/R]

**1956** self-drive cars available for hire from Self Motoring, Ltd., 122, Knightsbridge, S.W.1. Tel. Ken. 6428 and Baywater 8229 (garage). [0055/R]

**HAROLD H. HILLS GARAGE**—Garage accommodation, service, high-class self-drive.—3-5, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]

**EDWARDS & DAVIES (CAR HIRE), Ltd.**—Post-war 8 and 10hp Fords; unlimited mileage cars; cars delivered.—Bri. 5532 and 8837.—290, Milkwood Rd., Herne Hill, S.E.24. [0685/R]

**1956** Volkswagens de luxe, radios, heaters and A.A. membership, unlimited or limited mileage rates.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Pad. 2646, 6801. [0322/R]

**WIMBLEDON CAR HIRE**, self-drive specialists, new Austin A40/50 Cambridge and A90 Westminster, competitive rates.—Mansell Rd., S.W.19. Wimbledon 3634. [0811/R]

**POST-WAR** self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G. P. (Balham), Ltd., 26, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R]

**1955** Zephyrs, radios, heaters, full A.A. membership, unlimited or limited mileage rates.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. [0318/R]

**PALMERS OF KENSINGTON** self-drive hire, 1955 Consul, Prefect and Anglia saloons, special period rate for overseas visitors.—3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [M3034]

**DRIVE YOURSELF HIRE CO. (LONDON), Ltd.**, the new popular tariff for business and pleasure, 20, Grosvenor Place, Victoria, S.W.1. Slo. 3644, 386, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493. [0507/R]

**SELF-DRIVE** post-war Austin A40s, new Fords, Morris Minors—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.18. New Cross 2105, and 135, Blk St., Bromley, Kent. Ravensbourne 0305. [0621/R]

**1955** Minors, Fords, Vauxhall Wyverns/Velox, etc.; overseas visitors special facilities.—Sussess Motors, Burwood Mews, Edgware Rd., London, W.2. Amb. 5025 and Pad. 5706. [0589/R]

**SLOUGH CAR HIRE**—New Austin A40/50 Cambridge saloons, alternative terms, mileage or unlimited mileage at reasonable rates; self-drive.—Slough Car Hire, Self-Drive Specialists, rear 36, Mackenzie St., Tel. Slough 20501. [0253/R]

**CAR HIRE (MAYFAIR), Ltd.**, for Humber Pullman and Austin dependability, chauffeur driven; new A40/50 Cambridge and A90 Westminster to drive yourself, competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 9639. [0084/R]

## CARS FOR HIRE

**SELF-DRIVE**—Coming on leave, visiting Britain? Our unequalled rates for vacation period hire films your motoring budget. Example: three months' hire, new Ford Prefect, 79ns per week; Austin Cambridge, 69ns; rates available during extended off-season period; unlimited mileage.

**HOME & OVERSEAS MOTORS**, 180, Finchley Rd., N.W.3. Hampstead 0067-8-9. [0051/R]

**OVERSEAS** visitors, a fleet of 1955 Austin Drive-hire saloons for hire to drive yourself with unlimited mileage; send for illustrated brochure to Drivehire Cars, Ltd., Head Office, Kingsway, Newport, Mon. Saloons also available for the home market at 13 Drivehire stations throughout Britain. [0211/R]

**STEELE GRIFFITHS' Overseas Visitors' Branch** at London Airport's north entrance.—Self-drive hire Vauxhalls and Fords; inclusive unlimited mileage rates; specialists in long-term home-leave hire at London's lowest rates. See also under Miscellaneous Cars.—Immediate airmail details from Steele Griffiths, Ltd., London, S.E.5, England. Tel. Rodney 2201. [0814/R]

**DRIVE YOURSELF Hire**—1955-6 saloons, choice of cars from £1 per day with unlimited mileage for period hire; overseas visitors both old and new clients, especially welcomed; we have been pioneers of self-drive hire for over 30 years.—Write, phone or call R. & Co., Ltd. (Est. 1918), 15, Tottenham Court Place, London, W.1. Tel. Langham 0012. [M2005]

**ALWAYS** rent a car from Victor Britain and know what you are going to pay; all petrol and oil is free; only charges are from £1 a day and 6d, dependent on your choice of car—from a fleet of the sensational new Ford Consul and Zodiac, Prefect, Morris Oxford, Isis or Jaguar Mark VII; Morris station wagons 30/- per day or £9 a week and 10d a mile, all inclusive.—Victor Britain, Ltd., 12a, Berkeley St., London, W.1. Grosvenor 4881. Herts Rent-A-Car System license. [0772]

**DAY AND NIGHT SERVICE**  
A.O. (Always open). N.S. (Not Sunday).

**ASHFORD**, Middd.—Herbert & Mills, Ltd., Church Rd., R.A.C. and A.A. reprs. Tel. 2678/2960, A.O. [2222/R]

**EXCHANGE**  
RAYMOND WAY.

**RAYMOND WAY**, the exchange specialists.

**YOUR** car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.8. R. & Co. Ltd. connected all branches and depots (Kilburn Park Station, Bakerloo line, 150 yards). [0631/R]

**ROWLAND SMITH** will quote for your car in part exchange; highest allowances for motor cycles and 3-wheelers; particulars and list on request.

**ROWLAND SMITH** for hire purchase terms, private R and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchange, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [M4018/R]

**BULBS**  
**SUPLEX LAMPS, Ltd.**, 239, High Holborn, W.C.1, offer auto bulbs ex-W.D. guaranteed new, at less than 50% of list; also American Tungar valves, 6 amp, equivalent to Edison No. 68506, at 21/- each; carbon filament lamps, etc.; lists on request. [7501]

9256-7-8. [0005/11

## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## CYLINDER GRINDING, ETC.

**REBORING** in your own garage by Van Norman process, 12/6 per bore; Hespilite pistons supplied.—Ring Archway 5450 for inclusive quotations. Maycroft Motors, Tremlett Place, Tremlett Grove, Highgate, N.19. (1037/R)

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**REPAIRS** and rebore carried out by fully skilled fitters to engines of any make.

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**LOWEST** rates for cars of any make, or age, annual or short period policies, instalments, immediate cover; no claim bonus up to 40% allowed on transfer.

**—Dept. C. Mecca (Brokers), Ltd.**, 217, Westminster Bridge Rd., S.E.1 (opp. County Hall Licensing Dept.). Waterloo 6075. (10651/R)

**CHEAPER** motoring.—Lower your insurance costs by using our specialised service offering bonuses to 40% for the experienced driver and low premiums for learners.—Return of post service, call or phone Moffatt & Co., 796, High Rd. (opposite White Hart Lane), Tottenham, N.17. Tottenham 3003. (10256/R)

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**SUCCESS** every time! Kirk cable lubricators, easily attached, all cars.—Halfords, only 2/6. (7524)

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**CLARE'S MOTOR WORKS**—Magnetos, dynamo and starter exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. (10296/R)

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**KIRTON**, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps; exporters and factors of new, war surplus and second-hand components and accessories; write us for everything. (10420/R)

**NEW** Hillman spares at a fraction of the original cost.

**1939** 48 saloon, reconditioned engine, complete with all accessories, £40; gear box, £17/10; radiator, £5/10; exhaust valves 5/-; dash panel, £2; stub axle, £1; brake drums 15/-; front door locks, 10/-; outside door handles, 3/-; wheel brace 3/-; gear box top, 5/-; flywheel, £2; brown rear seat cushion, £2/5; 4 brake linings, 15/-; road wheel, 30/-; front door complete, £4/10; steering wheel, £2; crown wheel and pinion, £4; manifold, £1; clutch housing, 15/-; windscreen assemblies, £2/10; axle casing, £2/10; speedometer head, 35/-; W.D. utility, £1; cover, £4; tilt rail, 5/-; differential unit, £1/10; radiator, £2/10; differential housing, £1/10; front spring, £2; rear spring, £2/10.

**J. T. LEAVESLEY, Ltd.**, Alrewas, Burton-on-Trent. (10254/R)

**ALWAYS** dismantling motor vehicles, large stocks of spare parts.

**WOODFIELD & TURNER, Ltd.**, Burnley, Tel. 3065. (10030/R)

**1** Bristol twin-cyl. 25 c.f.m., 200 w.p. 5hp motor, 400/50, automatic pressure control.

**1** Bristol single-cyl. 16 c.f.m., 175 w.p. 5hp motor, automatic pressure control.—Maurel Ltd., Cambridge Yard, Hanwell, London, W.7. (7265)

**RENAULT** spares, all models.—Welham, Renault Sales & Service, Surbiton Rd., Surbiton, Elmbridge 1873. (M4070/R)

## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## PARTS AND ACCESSORIES

**W**ITHAM'S for car parts at lowest prices: illustrated catalogues, price 1/-, 18, Balham Hill, Balham, S.W.12. Battersea 3280. [0313/R]

**C**ARLTON FORGE for service specially in roasting and retreating springs: 48 hours' service, Edgware Rd., Cricklewood, N.W.4. Gladstone 2242. [0377/R]

**A**UTO SPARES, 42, South Lane, New Malden, dismounters for 20 years, have large stock of new and second-hand pre-war spares. Tel. Malden 1695. [0013/R]

**F**ULL range of genuine Enfo spares for all model Fords and complete range of accessories from stock, delivery service available. Adairs Motors Ltd., Brixton 6431. [0286/R]

**J**ACK BARCLAY (SERVICE), Ltd., can supply spares for most models Rolls-Royce and Bentley; immediate attention—Faxman 2223 (Mr. Podger), Danvers St., Chelsea, S.W.3. [M1082/R]

**E**LEPHANT MOTORS, Ltd., for pistons, valves, crank pins and bushes, bearings, clutch and brake linings, replacement parts for most makes; full range of accessories; send us your enquiries. [0773/R]

**E**MBRITTE tuning gears for Alvis, Delage, Humber, Hudson, Hotchkiss, Lagonda, Morris Isis, Lea-Francis, Opel, Riley, Singer, Junior, Studebaker, Sunbeam-Talbot and various other makes.—97-103, Newtoning Causeway, London, S.E.1. Tel. Holborn 3262. [0266/R]

**C**LAIRE'S for spares, all popular cars, second-hand and new; established 1921; quotations by return.—Claire's Motor Works, 260, Knights Hill, London, S.E.27. Tel. Gipsy Hill 0132. [0218/R]

**W**E are the largest breakers in London; open all day Saturdays and Sunday mornings.—The Auto and Spares Co., 235, Scrabble Lane, W.10. Tel. 2977. S.a.s. for enquiries. [0846/R]

**C**AR accessories, complete range, including Pyc car radio, Zenith carburettors and filters, car compasses, etc.—Martin Motors (Highgate), Ltd., Highgate Village, N.6. Mou. 3413-4. [0406/R]

**A**NGLO-AUTO ACCESSORIES, Ltd.—All types of powerful horse in stock, musical horns, 6- and 12-volt Windtoms; write your requirements.—11, Great Queen St., London, W.C.2. Tel. Holborn 4465-8. [0266/R]

**H**UMBER, Hillman, Sunbeam-Talbot and Commer.—Comprehensive range of spares from 1933 up to current models; also engines, gear-boxes and other units on exchange; factory guaranteed.—Langley Motors, Ltd., Eastbourne, Tel. 7600 (4 lines). [0287/R]

**T**HE Humber specialists, all spares, new and second-hand, for Humber, Hillman, Commer, 1938-1948 and W.D. models; new and second-hand gear boxes, Super Snipe high-speed diff. units, all parts, for 4-wheel drive.—Hadhleigh Garage, Maripit Lane, Coulsdon, Surrey, Uplands 5637. [0400/R]

**1500** vehicles being dismantled of all makes: cars, patch, crown wheels, springs, axleshafts, engines, valves, wheels, dynamo, windscreen wipers, silencers, stub axles, etc., etc.; all enquiries promptly answered; quotations by return post, parts despatched c.o.d.; satisfaction guaranteed or cash refunded. [0225/R]

**W** MACHENT & SONS, Lockford Lane Garage, Stonegrave, Chesterfield, Tel. 4615. [0225/R]

**N**OW dismantling: Austin 7, 10, 12; Alvis 17, 20, 25 and 4.3; Bentley, Ford 8 and 10; Hillman Major; Humber Snipe 1939; Lagonda 16/60 and 3-Litre; Lancia Aprilia, Augusta, Lambda; Lea-Francis 1946-48; Morris 8, 10, 12; Packard 8 35hp; Rover 10, 12, 14, 16, 20; Renault 17 1939; Riley 3 1930-1; Standard 10, 12; Singer Le Mans and Bantam; Triumph Gloria; Vauxhall DX; Wolseley 12, 14 and Hornet; etc., etc.—T. P. Breen, Ltd., High Rd., Whetstone, N.20. Hillside 7941. [0915/R]

**B**URT'S MOTORS have huge stocks of new and second-hand parts for all makes of cars, including Austin, Buick, Chevrolet, Chrysler, Dodge, Ford, Hillman, Hudson, Terraplane, ex-W.D. Humber, Lanchester 10 utility, Morris, Packard, Riley, Rover, Standard, Studebaker, Vauxhall and Wolseley, etc.; tunings, gaskets, king pins and electrical equipment, etc., and bushes, lamp bulbs, pumps, and accessories, competitive prices.—119, High St., Colliers Wood, S.W.19. Liberty 2661 and 4734. [0418/R]

## PISTONS

**S**PECIAL and obsolete types made to pattern.—B. & C. Pearson, Wilson Works, Warwick Rd., Knowle, Birmingham. [7242]

**B**ROOKLANDS ENG., Portsmouth Rd., Cobham, Surrey, 3503.—Marlitt pistons and K.E.363 hand-forged valves to pattern or sketch. [0530/R]

## RADIATORS, MUFFS, BLINDS, ETC.

**J**OHAN LANCASHER RADIATOR, Ltd., Head Office: 1, Lower John St., London, W.1. (Gerrard 2772-3). Eight branches covering South England. [0038/R]

**C**ONWAY ARTEX radiator blinds, best and latest type, 39/6; ask your garage, or Conway Car Accessories, Ltd., 185, The Vale, W.3. She. 1079. [6076/R]

**R**ADIATOR blinds.—The original Mory Radblind from 50/-.—From your local garage or direct from Mory & Co., Ltd., 80, Leadenhall St., London, E.C.3. Avenue 3434. [0196/R]

**1000** radiator muffs and windshields stocked from 20/-; radiator heating lamps, 18/3; windscreen defrosters, 12/6; lists free.—Young's, 20-23, Tooting Bec Rd., London, S.W.17. Balham 7791. [0492/R]

## REPAIRERS, WELDING, ETC.

**B**ARIMAR for scientific welding repairs under Barimar money back guarantee.

**C**RACKED and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankshafts, broken crankshafts, and all other motor parts perfectly repaired by Barimar low temperature process.

**B**ARIMAR House, 22-24, Peterborough Rd., Fulham, London, S.W.6. Tel. Renown 2147/8. Night calls Renown 2148. Telegrams Barimarar, Walsgrove, London. Branches at Birmingham, Newcastle, Manchester and Glasgow are also operating at full blast. [0417/R]

## REPAIRERS, WELDING, ETC.

**I**MEDIATE repairs to all makes of cars, mechanical and body work carried out by fully skilled staff.

**F**OR prompt attention write or phone—Lancia (Eng.) Ltd., Ealing Rd., Alperton, Tel. Perivale 5656. [0152/R]

**C**RACKED cylinder blocks repaired by low-temperature process, no pre-heating, no dismantling; also several cylinder blocks for sale.—Sanders & Co., Ltd., Victoria Rd., Hendon, N.W.4. Sun. 1296. [0122/R]

**A**CCIDENT repairs given immediate attention covering both mechanical and coachwork requirements following major crashes or minor blemishes.—Jack Barclay (Service), Ltd., Danvers St., Chelsea, S.W.3. Pla. 2223. [M1082/R]

**A**XLESHAFTS RECOVERY Co. (Myers Process).—Consult the specialists if you have trouble with worn or broken axleshafts or axle casings, all types of splining undertaken, hub rebuilding or resplining a specialty; all sizes inner or outer; excellent service.—Montrose Motors, Ltd., Wembley 2656/4443. [0766/R]

## ROOF AND REAR LUGGAGE RACKS

**P**ORTAGRID telescopic roof rack, one model fits any car. £5/19/6.—Part Equipment Co., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211. [0114/R]

**V**ICTORIA roof rack for all cars, estate cars and vans; world's finest car top carrier; prices from £3/19/6; obtainable from your garage.—Manufacturers: Victoria Motorcars, Ltd., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0689/R]

**R**EGAL, the original and superior Continental style roof rack, wooden slats, smart, strong rustproofed, cadmium plated, aluminium finish, standard size fits all cars. £5/19/6; carriage paid 7/6; collapsible model, £6/17/6; also Regal "Gripall" luggage straps, 8 strands 24/-, 6 strands 18/-; Regal waterproof luggage covers. FRANK BROTHERS, 129, Kingston Rd., New Malden, F. Surrey. Malden 2775. [0387/R]

**B**ERKSHIRE roof rack: the rack with the flat luggage platform and large load spreading suction cups; two models, £6/6 and £7/7; also available for vans and estate cars to customer's dimensions and for ladders and other lengthy articles.—The Houelle Company, Ltd., 8-14, Hampton Rd., Twickenham Green, Middx. Popesgrove 6284-3 lines. [0554/R]

**C**ONSUL and Zephyr.—Recently added to the Kingston range is the boot-lid luggage rack for Consul and Zephyr models; fitted or removed in a few minutes it rests on rubber pads, no drilling of holes is required and it does not interfere with the opening of the boot; finished in black or silver stoved enamel; price 9/6 plus 10%. See "Kingston Roof Racks" below.

**K**INGSTON roof racks: new Two-Way model suitable for 8-12hp, £5/19/6; standard Tailor-made models, £4/19/6; new adjustable model in carton, stored in boot in 10 minutes, all cars 10hp upwards, £5/19/6; Commercial for vans and estate cars, £5/19/6; 4/19/6; spine-ner spikes for bootable model, etc. £4/4; all prices plus 10%; illustrated brochures.—Van Horn Trading Co., Fasset Rd., Kingston-on-Thames. Tel. 5319/6506. [0929/R]

## SAFETY GLASS

**T**RIPLEX EXPRESS REPLACEMENT SERVICE—wholesale and retail. LONDON: Newton's (Kensington), Glass Merchants, 266, Old Brompton Rd., S.W.5. Tel. Fremantle 9412.

**W**ATFORD: Balmer's Glass Merchants, Derby Rd., Watford, Tel. Watford 4268.

**S**OUTHERN: Smith's Glass Merchants, 623-4, London Rd., Westcliff-on-Sea, Tel. Southend 46248.

**A**LL the above are official Triplex stockists. [0835/R]

**D**. W. PRICE. FIT while you wait.—Neasden Lane, N.W.10 (Gla. 7811); 2a, New Cross Rd. (New Cross 3856); Savoy Parade (Enfield 3170); Tancroft St. (Taunton 2019/R)

**T**RIPLEX "While you wait" replacements.—British Steel Frame Co., Ltd., Bishopsgate 9611-3. See "Windcreens." [0142/R]

## SALVAGED CARS

**D**AMAGED modern vehicles and insurance company write-offs wanted, immediate inspection.—Harding Motors, Birds Ave., Garlands, Margate, Tel. Thanet 31265. [5196/R]

## SEATS AND WINDOWS

**D**OUBLE Dunlopillo bench seats, covered in leather and moquette, suitable vans, boats and utilities; 30/- c.w.o.—Kay Cars, Bladon, Slidup. [6582/R]

## SHOCK ABSORBERS

**A**RMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. NEW exchange shock absorbers, replacement linings and conversion sets available from stock from your local garage or

**M**AIN distributors—LONDON and the South of England.

**P**ARR EQUIPMENT CO., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211 (3 lines).

**B**IRMINGHAM, West Midlands and Central Wales:—M. BARL & PARTNERS, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27, Acocks Green 0901.

**E**AST Midlands, Eastern Counties and South Yorks:—A. PEK SERVICE (NOTTINGHAM), Ltd., Bullivant St., Alfrod St., Central Nottingham. Nottingham 46307-8.

**N**ORTH-WEST England:—BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester, 16, Moss Side 2245-6.

**S**OUTLAND:—JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow, Tel. Douglas 4137. [0496/R]

## SHOCK ABSORBERS

**T**ELAFLO telescopic dampers are the latest advancement in suspension control.

**E**FFICIENT control maintained at low and high speeds.

**L**EVELS out the bad roads, providing extra comfort.

**A**ERATION and frothing troubles eliminated by A exclusive patent.

**F**UNCTION at any angle owing to its independence to gravity problems.

**O**BTAINED from main distributors for South London, Kent, East Surrey and Sussex.

**L**ONGER life due to increased area of body.

**R**OBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7066-7. [0078/R]

**S**EE our advert under "Independent Suspensions."—A. H. Hobbs & Son. [0715/R]

**30/-**—Exchange reconditioned shock absorbers, spares, catalogues price 1/-.—Witham's, 18, Balham Hill, Balham, London, S.W.12. Battersea 3280. [0449/R]

**T**HE London main distributors for "Rotoflex" and "Telaflo" shock absorbers in East and West areas are Messrs. Shock Absorber Service, Ltd.

**E**AST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amberst 6462 and 6464.

**W**EST London Depot, 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

**W**E are equipped to give over-the-counter "service" which includes complete rebuilding of your linkage for dampers to fit most cars.

**P**OST and rail orders are dispatched within one hour on receipt of your order.

**W**E specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0158/R]

**A**LL types, Eastern Counties largest stockists Armstrong, Gilling, Luvax, Newton, etc., makers' units.—Fretwell Aircraft & Cars, Ltd., Ipswich, Suffolk. 77265-6. [0981/R]

**K**ONI adjustable telescopic shock absorbers.—For details write sole concessionaires, Postland Engineering & Trading Co., Ltd., Crowland, Peterborough. Crowland 316-7. [0947/R]

**25/-** each.—Reconditioned shock absorbers, all popular types, carriage 2/6 each; old units not required.—H.S. Trading, Act of Spades Garage, Surbiton, Surrey, Elmbridge 1999. [6219/R]

**R**ECONDITIONED shock absorbers, exchange service, popular types 32/6; Woodhead-Munroe and Andrew-Hartford stockists; lists free.—Young's, 32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0427/R]

**I**MEDIATE exchange: we condition shock absorbers from obsolete to the latest types, from £1; vans cover 25-mile radius; post orders welcomed; inquiries for trade list appreciated.—R. & W. Services, Ltd., Walton-on-Thames 4846. [0914/R]

## SILENCERS

**S**ERVAIS straight-through silencers and assemblies must improve the performance of all cars fitted by the leading manufacturer; immediate delivery of popular types.—Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 0023 (3 lines). [0654/R]

## SPEEDOMETERS

**R**ICHFIELD. SPEEDOMETER repairs.—Rev counters, electric and S lever clocks by England's most prompt, efficient and economical service; immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff; all repairs guaranteed.—See below.

**S**PEEDOMETER cables.—20,000 in stock, any make or type state year, make and h.p.: all cables guaranteed; send for 1956 list.

**T**HOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (3 lines). [0070/R]

**S**PEEDOMETER SUPPLY CO., Ltd. Repairs 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Covent Garden 3666-7. [0165/R]

## SPRINGS

**S**PRINGS from stock for Morris, Ford, Austin, Standard, Wolseley, Rover, Vauxhall and most other cars.

**T**RIANON, Aerodrome Rd., London, N.W.4. Tel. Sunnyside 2271-2. [0965/R]

**W**EST LONDON REPAIR CO., Ltd., Wim. 6316/7; repaired or manufactured; all springs tested for rate of def.—56a, High St., Wimbledon. [0251/R]

## SUNSHINE ROOFS

**A** REALLY big open sun roof: The Continental "Webasto" can be fitted to any car for £65 approx.—Details from Car Coverall (Dept. AC), 168, Regent St., London, W.1. Monarch 1601. [0044/R]

## SUPERCHARGERS

**A**RNOLD high-pressure supercharger your car. FOR instantaneous and rapid acceleration standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroën, Renault, etc.

**L**EO ARNOTT high-pressure competition models. CARBURETTORS, Ltd., Grange Rd., N.W.10. Willesden 5501. [0177/R]

**M**ARSHALL-NORDEC low pressure superchargers increase performance up to 50%; outstanding acceleration and hill climbing with complete reliability; no modifications to engine necessary; kits supplied complete with all parts and instructions for Austin, Ford, M.G., Morris, Riley, Standard, Sunbeam, Triumph, etc., early delivery for home and export orders; prices from £65.—North Downs Engineering Co., Westway, Basingstoke, Surrey. Tel. 2355. [M0735/R]

## TYRES AND TUBES

**B**ULL'S.—A tyre for every job: new and remould; free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R]

## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## TYRES AND TUBES

**COACHCRAFT**, Elm Rd., Evesham. Tel. 2773, for remoulds with extra grip.  
**FIRST** grade heavy duty guaranteed unused retreads in Goodyear rubber; compare their value!  
 550-15 £3/5/2, 590-15 £3/4/9, 600-15 £3/10/10, 600-15 £3/2/2, 625-16 £3/8/11, 625-16 £3/11/2, 575-16 £3/15/2, 600-16 £3/19/6, 625-16 £3/9/5, 650-16 £4/9/5, 670-16 £4/9/5, 450-17 £3/6/6, 475-17 £3/6/6, 500-17 £3/6/6, 525-17 £3/9/6, 550-17 £3/12/6, 600-17 £4/7/6, 450-18 £3/10/6, 500-18 £3/17/6, 525-18 £3/19/6, 550-18 £4/1/6, 32-6 TT £3/19/6, 32-6 HD £3/12/6, 34-7 £10/12/6, 825-20 £12/6/6, 900-20 £13/19/6, 96-3 £13/19/6.  
**MOST** other sizes pro rata; carriage by first passenger train 4/- extra tyre.  
**SATISFACTION** assured or money refunded under full guarantee; many unsolicited testimonials; thousands sold and exported all over the world; save by purchasing direct.  
**COACHCRAFT**, Elm Rd., Evesham. Tel. 2773. [M1053]

**TYRES**, remoulds all sizes (no casings required); 1,000 used tyres and tubes, all types, modern and obsolete.—Cook, 589, Stapleton Rd., Eastville, Bristol. Tel. 58512. [0887/R]

**TYRES**—New, slightly used and rebuilt in all car, lorry, tractor and tractor sizes; write, stating your size and receive per return of post our quotation, best orders—The Crown Rubber & Tyre Co., Ltd., 1 and 1a, Wilton Place, N.W.1. Tel. Gulliver 5421 and 5422. Herts, Goswellto, Norwest, London. [0087/R]

## TYRES AND TUBES

**REMOULDS**—Retreads, also town and country remoulds with extra grip.  
**CASH** or easy terms; all makes of new tyres supplied.

**WE** stock every size remould, part-worn tyres for car, lorry, tractor and motor cycle.  
**EASY** payment terms available on all orders over £5; send us your requirements, we will quote you by post.  
**NO** charge for fitting. Open 8.30 a.m. 6 p.m. weekdays. 10 a.m. 1 p.m. Sundays. (Tooting Dept. only.)

**TOOTING TYRE SERVICE, Ltd.**, 648-656 & 660A, Garratt Lane, Tooting, S.W.17 and 27, Greenwich South St., S.E.10. Tel. Wimbledon 7089 and 8275, Greenwich 5195. [10825/R]

**VETERAN** beaded edge tyres, new and used.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1875. [M4070]

**5000** Guaranteed remould tyres, 17in, 18in, 19in, 20in, all other sizes available; guaranteed sound tread and under 10/- each; immediate despatch, carriage forward, satisfaction guaranteed.  
**W. MACHENT & SON**, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0224/R]

**HELP** to make the roads safer by driving on good tyres; all your tyre troubles can easily be handled by us; easy payment can be arranged.—Write for details.  
**CLEVELAND'S GARAGE**, Felkinstowe Rd., Ipswich. Tel. 77328. [0565/R]

## WHEELS, DISCS, TRIMS, ETC.

**WHEELS** (used), all sizes for every type of vehicle.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0887/R]

**MOST** types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Pepes Lane, Ealing, London, W.5. Bal. 4298. [0678/R]

**ALL** types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5536. [0680/R]

**WEST LONDON REPAIR CO., Ltd.**, Wim. 6316-7. Wire wheels repaired, stoves enamelled, hubs respliced; easy clean wheels repaired.—55, High St., Wimbledon. [0636/R]

**CLARE'S MOTOR WORKS**—Large stock wheels, wire, Easy Clean and Artillery, rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R]

**6000** car wheels, second-hand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0222/R]

## WINDSCREENS

**BRITISH STEEL FRAME CO., Ltd.**, 205, Cambridge Heath Rd., E.2. Manufacture sports special and popular windcreens, sliding and fixed windows.—Bishopsgate 9611-3. [0808/R]

## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

(See also page 67)

## GODDARD &amp; SMITH.

**FOR** over 40 years professional advisers and valuers to the motor industry.  
**FOR** the sale or purchase of all types of garage buildings and premises throughout the British Isles.  
**GODDARD & SMITH**, 22, King St., St. James's, S.W.1. Wm. 2721 (20 lines). [0290]

**CROSSWAYS GARAGE & SERVICE STATION**, Crookham, Hants.  
**WORKSHOP** and lubrication bay, showroom, stores, office, parking space suitable for further development; road frontage about 110ft; by auction Dec. 13, 1956 unless previously sold.—Alfred Pearson & Son, Fleet Rd., Fleet, Hants. (Tel. Fleet 1066). [7481]

**A. H. LANSLEY**, 52/53, Friar St., Reading (Tel. 54632). Business transfer specialists and valuers since 1890. [0477/R]

**FREEHOLD** main road premises sought in or near London; room for expansion essential; adequate capital available.—Preliminaries to Box 5452. [7482]

**MESSRS. GLADDING, SON & WING**, chartered surveyors, auctioneers and valuers, Gordon House, 14, Ship St., Brighton, 1. (Tel. 23284), offer the following:  
**POPULAR** South Coast Resort.—Commodious freehold and leasehold premises, ideal car sales, including ultra-modern showrooms; price for freehold and leasehold interests, £15,000.  
**FURTHER** particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021a]

**GOY & RICHARDS, Ltd.**, the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 35, High St., N.W.5. Tel. Hampstead 4614. [0546/R]

**USED** car business in Hertfordshire for disposal, owner emigrates; good reputation, on main road with no competitor in same town, showroom space for 11 cars plus parking space, open to any reasonable offer.—Box 5521. [7591]

**ALDRIDGE** for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.—Enquiries are invited to Estate Department, William Rd., N.W.1. Bus. 2532/2745/4515. [M1004]

**GREEN & MCLUCKIE**, specialist agents for the sale of motor garages and filling stations, offer a selection of garage businesses in all parts; details upon application, stating exact requirements.—305-306, Caledonian Rd., London, N.1. Tel. North 6366-7-8. [M2101]

**SOUTH LONDON**—Modern petrol filling station and showrooms with 5-roomed luxury flat over, throughput 100,000 g.p.a.; price £4,000 for the leasehold interest, plant, equipment, s.a.v.—Ref. B/1540, Anthony D. Lewis & Co., 95, High St., Esher 3577. [M2071]

**GLOS/HEREFORD** Border.—Freehold old established garage & filling station; steady agricultural trade, 500 g.p.w.; large workshops; £2,250; stock and equipment at valuation; 3-bedroom flid house adjoining; £1,750.—Tony Netting, A.A.I., Market Place, Ross-on-Wye. (Tel. 2528). [7241]

**SUSSEX**—Garage/filling station in good position; stores, workshop, concrete forecourt, etc.; petrol sales 25,000 galls. p.a.; turnover about £7,000 p.a., excluding new cars sold; price £3,500 freehold, plus fittings and s.a.v.—Hewitt & Lee, South St., Farnham, Surrey. (Tel. 6277). [7492]

**TAMWORTH**, Staffs.—Valuable freehold land on the Nottingham trunk road A452. Planning permission for Petrol Filling Station. Frontage 295ft. Area 1 1/4 acres. By auction on December 11th or privately before Alfred Pearson & Son, Clock House, Farnborough, Hants (Tel. 1). [7629]

**FILLING** station, garage, prominent position, Hampshire; fine freehold premises, excellent workshop, attractive accommodation; throughput about 1,150 gallons; audited accounts; property included, £9,000 plus stock. Folio 117.—Lincoln & Co., 9, Hanover Sq., London, W.1. Tel. Grosvenor 6801. [7453]

## BUSINESS AND PROPERTY

**RHODESIA**, lucrative, well-established haulage business near Salisbury on trunk road and rail, owner now in London, principals only.—Box 5518. [7579]

**OLD-ESTABLISHED**, well-sited garage and filling station business in Midland country town; excellent freehold showroom and repair shop with ample room for extensions; retirement present good opportunity to acquire sound business; audited accounts and details to principals; price in region of £40,000 plus s.a.v.—Apply in first instance to R. E. & R. K. Mauro, Church House, Evesham, Worcs. [7495]

**PETROL** agency with motor spares and accessories shop, five minutes walk from the centre of the Cathedral City of Hereford, on a corner site, and having street frontages of 120ft, covering an area of 2,000 sq ft and having living accommodation, out-buildings and all main services.—Full details from the Sole Agents, Messrs. Russell, Baldwin & Bright, Ltd., 20, King St., Hereford. Tel. 4366 and branches. [7488]

## Business &amp; Property Wanted

**PRIVATE** buyer requires filling station within 15 miles Uxbridge.—Te. Uxbridge 4144. [7535]

**ADVERTISER** with £2,000 approx. capital desires purchasing filling station with accommodation in Essex.—Box 5529. [7791]

**MODEST** freehold garage required from private vendor by cash buyer; petrol sales immaterial, more concerned with building and main road position, prefer London or north to 40 miles area. You can reply in confidence and give pertinent description and lowest price to—M. Moran, 645, Dunstable Rd., Luton, Beds. [7630]

## SITUATIONS VACANT

**HILLS OF WOODFORD**  
**REQUIRE** smart, keen car salesmen, age 30-40, with recent experience of used car sales, sound knowledge of values and part-exchange deals; salary plus commission.—Phone for interview, Mr. Norman, Buckhurst 8909. [5597]

**HILLS OF WOODFORD**  
**ASSISTANT** sales manager required by large new A and used motor agents in East London, age 30-40, salary plus commission.—Phone for interview, Mr. Norman, Buckhurst 8909. [6818]

**EXPERIENCED** Patternmaker required by car seat cover manufacturer (N. London).—Write Box 5529. [7649]

**REQUIRED** now, first-class experienced used car salesmen for well-known Middlesex main Ford dealer.  
**GOOD** salary, commission, expenses.  
**CAR** provided; can qualify for non-contributory life assurance and pension; permanent position; excellent prospects for right type of salesman.—Apply, giving full details, to Box 5590. [7210]

**RAPIDLY** developing Middlesex main Ford dealers have immediate vacancy for experienced workshop foreman.  
**TOP** rates, bonus; can qualify for non-contributory life assurance and pension.—Write, giving full details, to Box 5591. [7211]

**PRODUCTION** manager required by car seat cover manufacturer, factory in N. London, must be fully experienced and able to pattern.—Write in first instance, giving details of experience, to Box 5493. [7504]

**FIRST** class Commercial Salesman required by West Country Austin distributors, must have held similar position and have thorough knowledge of used vehicle values.—Box 5492. [7548]

**WORKS** Foreman required by Austin distributors, must have held similar position and be fully qualified; the position is permanent and pensionable, and with house.—Box 5493. [7549]

**AN** opportunity for a first class Ford factory trained Mechanic, with knowledge of costing, estimating, employing and training staff, for the position of Service Manager; South Yorks area; good salary.—Box 5491. [7547]

**ADDITIONAL** Commercial Vehicle Salesman required by Rootes Group Main Dealer in Hertfordshire; some experience required but not necessary.—Watson, Barnet By-Pass, Hatfield 2711, or evenings, Wembley 5978. [6808]

## SITUATIONS VACANT

**CAR** Salesman.—B.M.C. Agents (County District, West Midlands) require efficient, keen, energetic man of proved car sales ability and pleasing personality to take charge of car sales department; remuneration by salary and commission.—Box 5434. [7416]

**AGENTS** calling on garages and car showrooms, etc., can earn an extra £10 per week, just showing our up-to-the-minute range of showcards; write for details and areas available.—Creative Sales, 71, Surbiton Rd., Kingston, Surrey. [7166]

**DRAUGHTSMAN** wanted as personal assistant to development engineer and to take charge of small drawing office; light precision engineering, electrical and aeronautical, interesting post with excellent prospects and cash remuneration; design work as well as draughtsmanship; North Bedfordshire area.  
**SEND** full history, including reason for applying, telephone number, references, true age and salary guide, please.—Box 5539. [7568]

**TYRE** retreading company, overseas, requires a man experienced in the management of such an organisation with sound knowledge of all aspects of the business including factory management, technique and modern selling methods.—Write with particulars to Box X.161, c/o Streets, 110, Old Broad St., E.C.2. [7505]

**SUPERIOR** male assistant required for Sales Office of Ford Main Dealership in North London; duties include charge of all sales costing, records and invoicing, etc.; typing essential and knowledge of motor trade a distinct advantage; interesting and responsible position; good salary, pension scheme, etc.; apply in first instance in writing to—Box 5465. [7469]

**SALES** Representatives required to handle well-advertised essential motor car accessory. High rates of commission and generous expenses. Own car essential. Vacancies in Dorset, Wiltshire, Somerset and N. Wales areas. Extremely good prospects for live man, well established, rapidly growing firm.—Apply in writing giving full details, age, experience, etc., to Box 5527. [7646]

**A** YOUNG but rapidly expanding company selling a service to the motor trade has vacancies for area manager/representatives; the guaranteed commencing salary is small, £500 per annum and £250 expenses, but the commission is paid, i.e. men with ability equivalent to sales director £1,500-£2,000 should be earned in first year; an established connection at director level would be an advantage to applicants.—Box 5453. [7485]

## SITUATIONS WANTED

**FREE** lance trader (41) seeks job, about £15 weekly, experienced engineer and motor mechanic.—C. Arnold, 8, Homestead Way, Northampton. [7407]

**QUALIFIED** couple, late proprietors, now available, would run service station, large or small, any district, 30 years' experience.—Box 5517. [7578]

**FOREMAN**, 26 years' exp. all branches, repairs, service all makes; reception, staff control, etc., requires change position.—Write, G. Walder, 43, Asker House, Tufnell Park, N.W.7. [7623]

## BOOKS, ETC.

**HANDBOOKS**, workshop manuals, motoring books; catalogue, 1/-; enquiries, stamp.—Gray, Hurst, vierpoint, Sussex. [C2060]

**MOTOR** instruction books; wiring charts, all makes; sale/exchange/loan; enquiries stamped envelope.—G. A. Final, Garys, Sandpit Lane, Chertsey, Tring, Herts. [0276/R]

## HOTELS, ETC.

**SPECIAL** all-in terms Oct./April.

**CONFERENCES**, Rallies, Society Weddings, Dances, Banquets, etc. All amenities.—Hydro Hotel, Windermere. Tel. 26 and 776; ideal stop to and from Scotland; family hotel where children welcomed; always warm and cheerful. [4469]

**GOOD** class caravans for hire on attractive sites, Exmouth and Dawlish Warren, Devon, April to September. Also mobile fleet consisting lightweight proprietary 4-berths. Save the long tow to Devon.

**ATTRACTION** at Dawlish Warren, Devon, and at Berrow, nr. Burnham-on-Sea, Somerset.

**BROCHURE** on application to Martins Caravan Co., Ltd., Countess Weir, Exeter. [0934/R]

**AUCTIONS, TENDERS, APPOINTMENTS, ETC.**  
**SEMI-DISPLAYED SECTION**

## AUCTIONS

**GODDARD, DAVISON & SMITH, LTD.,**  
MOTOR AND GENERAL AUCTION MART.

**AUCTION SALES EVERY MONDAY,**  
at 10 a.m.

**PLANT, EQUIPMENT, MACHINERY, TOOLS,  
ACCESSORIES and Miscellaneous Goods,**  
at 2 p.m.

**200 CARS, COMMERCIAL VEHICLES,  
ETC.**

**SPECIALIST VALUERS TO THE MOTOR INDUSTRY.**

**THE AUCTION HALLS,  
PUTNEY BRIDGE APPROACH, S.W.6.  
Tel. Renown 6101/2/3.**

## BUSINESS & PROPERTY

(See also page 66)

**LONDON COUNTY COUNCIL**  
**WEST CROMWELL ROAD EXTENSION**  
**SITES FOR A PETROL FILLING**  
**STATION. W.4.**

Offers are invited for the purchase of the freehold of two sites fronting both carriageways of the new West Cromwell Road Extension reserved for the provision of a petrol filling station. The total frontage is about 380ft and vehicular pavement crossings have been provided. The sites are NOT suitable for a repair garage. For further particulars apply to the Valuer to the Council, County Hall, S.E.1. (Reference VA/M/DM) (2285).

### BOOKS, ETC.

**"DEVELOPMENT of the Guided Missile," 2nd Ed.**  
By Kenneth W. Gaillard, F.R.A.S. Presents all the main information now available on the development of guided weapons in Britain, U.S.A., Germany, U.S.S.R. and elsewhere. Other chapters discuss guided missiles in the air, on the ground, at sea, in the atmosphere and outer space, and as vehicles of inter-planetary travel. An appendix shows the characteristics of 150 powered missiles known to have been designed or constructed. 15/- net from all booksellers.  
By post, 16/- net from Messrs. Spon Ltd., Dorset House, Stamford St., London, E.C.1.

"THE Autocar Guide for the 'L' Driver." Sixth Edition, by the Staff of "The Autocar." Provides a description of the driving test, explains the various manoeuvres which the proficient driver must be able to create and gives hints on night driving and road safety. A further section contributed by an instructor describes the errors commonly made by driving test candidates. Every 'L' driver should carry a hint with this handy manual. 1/- net from all booksellers. By post 1/6 from Hiffe & Sons Ltd., Dorset House, Stamford St., S.E.1.

**"YACHTING Quizzes."** How much do you know about yachting? This little book by Max A. Chappell contains 360 questions (and answers!) from which the yachtsman, novice or expert, can obtain much useful information. An ideal and inexpensive gift. 3/6 net from all booksellers. By post 3/9 from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

"THE Autor Road Tests of 1956 Cars: Reports on the Road Performance of 35 Current British, American and Continental Cars." Compiled by the Technical Staff of "The Autocar." Each report gives a detailed description of the car's performance under various conditions, a general impression of the car, a plan of the controls etc., scale drawings showing interior and external dimensions, photographs of the car, its interior, engine and equipment, and full specifications and performance data. 1/6 net from all booksellers. 352 pp., 32 illustrations. S. E. Arnold, Dorset House, Stamford St. London, S.E.1.

"**INDUSTRIAL Brazing.**" By H. R. Brooker and E. V. Beaton, B.Sc. (Eng.), A.M.I.E.E. The first full-length study of this subject. Covers in detail all modern brazing methods, including torch, furnace, high-frequency induction, resistance, salt bath and dip, with the advantages, limitations and technique necessary for aluminium, stainless steels, beryllium copper, cemented carbides and vacuum tube construction, 35/- net from all booksellers, 36/5 by post from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

**"ELECTRICAL Servicing of the Motor Vehicle: Principles, Design and Choice of Test Apparatus."** By E. T. Lawson Helme, A.M.A.E.E., A.M.I.M.E. Provides advice on the choice of equipment and outlines the principles of auto-electrical testing and test applications 7/6 net from all booksellers 9/2 by post from Hiffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

## BOOKS, ETC.

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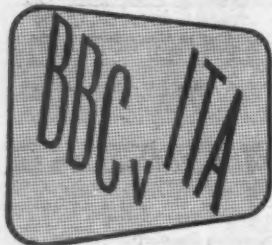

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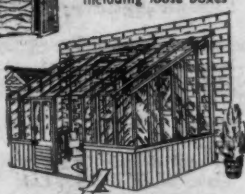
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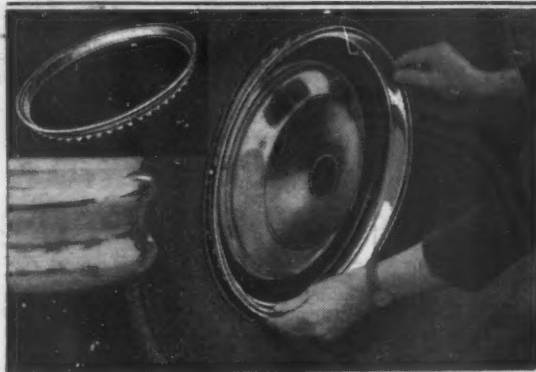
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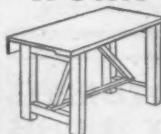
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